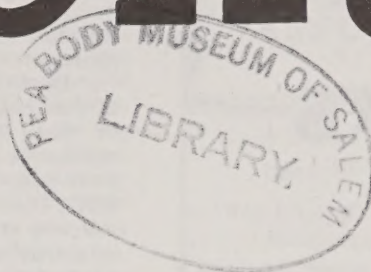


Twice a Month!

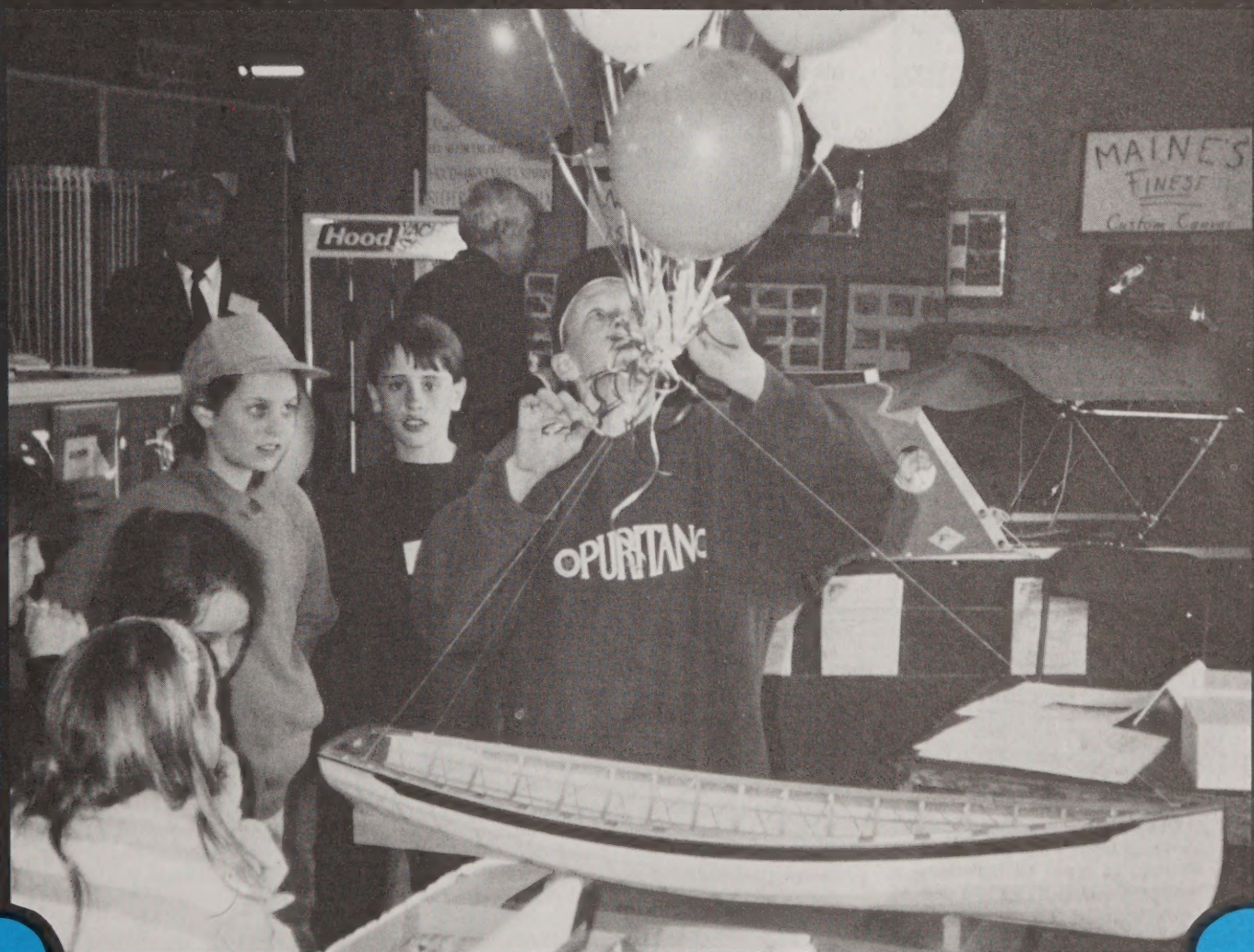


# messing about in BOATS



Volume 11 - Number 1

May 15, 1993





# COMMENTARY



messing  
about in

## BOATS

Volume 11 - Number 1  
May 15, 1993

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MITA, the Maine Island Trail Association, is on its own now. As of March the organization, representing the combined efforts and interests of some 2,000 small boat people, will be truly "theirs", no longer a part of the Island Institute. This is quite an important step in the growth of this pioneering vision of developing and maintaining a water-borne recreational trail, and one, in this case, along some 300 plus miles of the most beautiful coastline on our Atlantic shores.

Dave Getchell, Sr., for many years editor of "National Fisherman" and later original editor of "Small Boat Journal", was the man whose vision made it happen, with help from his friends. Dave retired from his semi-volunteer role as MITA Director a couple of years ago, but he's still very much involved in MITA's ongoing affairs, and now, with this new direction at hand, has the following comments to bring you. I felt it appropriate that Dave bring you his remarks here on the "Commentary" page, and I urge all of you to get behind this revitalized effort to make an already successful concept a permanent achievement of its membership, and one subject solely to its own members' direction.

"Your magazine has supported the idea of the Maine Island Trail from the beginning some five years ago, so I thought I'd bring you and your readers up to date on an interesting development.

The Maine Island Trail Association (MITA) was created as a separate membership organization under the umbrella of the non-profit Island Institute. From the beginning, the Association was operated as a division of the Institute, but as MITA grew in size and its membership began to approach that of the parent organization, a sizable number of members believed their Association was large enough and experienced enough to operate independently, and they began to talk seriously about going their own way. Others, knowing the huge task involved in setting up a new organization, argued for caution and urged that a strong effort be made toward accommodation with the Institute.

From the time of the MITA annual meeting last September until early this year, the activists held back while Island Institute Trustee Ken Fink and MITA Trail Director Cate Cronin worked to iron out real and perceived differences between the two organizations. The ongoing discussion came to a conclusion at a Trustee meeting in late January when two proposals were considered. The first, from Island Institute Executive Director Philip Conkling, recommended that the separate MITA membership be discontinued and all be combined under a single Island Institute membership. The Maine Island Trail would be operated by a new stewardship section operating under the Institute's Ecological Services Division. In effect, this would have dissolved the Maine Island Trail Association.

A second proposal drawn up by Trail Director Cronin, and presented to the Board by Trustee Ken Fink, recommended that MITA be spun off as an independent organization, one that would work cooperatively with the Island Institute but

would be responsible for all aspects of its operation. The Board voted in favor of Cate's proposal.

As of March 5, 1993, the Maine Island Trail Association officially left the Island Institute and began setting up a new organization. This is no small job when one considers that with another boating season almost on top of us, a complete central office has to be up and running almost immediately, private island use has to be arranged, the "1993 MITA Guidebook" assembled and published, and the many volunteer services planned and manned. On top of this, the new MITA is setting up a computerized membership system.

None of this just happens, of course, so a Fund-Raising Committee is out there finding the considerable amount of money needed to support the revitalized Association. MITA is fortunate to still have the competent services of Trail Director Cronin, Trail Keeper Karen Stimpson, and Field Assistant Jeremy Wintersteen. They are keeping things moving steadily ahead while a Steering Committee is building an infrastructure.

It is important to note that while MITA is undergoing some major internal adjustment, the Association will be continuing its field activities this summer and the Maine Island Trail will be there helping to assure access to Maine's magnificent coast. The many volunteers who have put literally thousands of hours into building a new MITA are doing it for reasons your readers can fully appreciate. First is their love of small boats and the exciting opportunities the Maine Island Trail offers them. Second is their love for the wild islands and their appreciation for the rare chance to both use and care for these lovely dots of wilderness that make our coast so special. We hope others will acquire the boating skills needed to visit these islands, and perhaps begin to create similar water trails in their favorite waters. I know that MITA will be willing to help them do this and will be there with advice and support for the asking.

On a personal note and as one of the founders of the Maine Island Trail, I want to say how thrilled I am that MITA is alive and well and ready to go on to realize its full potential. It is a pleasure to say that I am once again active in MITA, but this time not as director but simply as another member in a very dynamic member-run organization. The Maine Island Trail Association has come a long way in its formative years and its members have much to be proud of. We also know who our friends are, and that is why we want to thank you and your readers for the strong support all of you have given MITA from its very beginning.

I also want to suggest to your new readers that if small boats are your love, the Maine Island Trail was designed with you in mind. Use of the 30 or so public islands in the Trail is free, but to realize the full potential of what the coast has to offer for small boats, you will benefit from a MITA membership. Further information is available from the Maine Island Trail Association, 41 A Union Wharf MB, Portland ME 04101."

## Our Next Issue

Will pick up a couple of articles that fell out of this one. Ed McCabe describes his "29 Cent Race", racing by mail for for multi-oared rowers; Jim Thayer is still "Waxing Enthusiastic Over Cheap Tools"; and Joe Pallazola describes his design for "Slipper - a Very Light Rowboat". With those in place we'll go on to read Jim Lacey's report on the Mystic Seaport "Yachting History Symposium"; Sharon Brown's description of "Women's Longboat Rowing"; and Seth Taylor's reminiscing on "That Was the River". Rags Ragsdale regales us about "Building a Plaid Kayak", leading to more "What You Are Building" reader reports on a "Swiftly 13" and a "28' Racing Kayak". Jim Betts has a report on sea trials of his "So-Du-It!" micro ocean racer and Phil Bolger presents his design for a "20' Commuter". Tom carries on towards Maine in "Tom's Coast of New England", and we'll have more on safety with Tom Shaw's "Get the Seal of Safety".

## On the Cover

Kids had just as good a time at the Maine Boat Builders' Show in March as the adults did, judging from what we saw. Here Ebenezer Wilson is close to launching a geodesic model Whitehall with a lot of help from his friends and some helium filled balloons. Details on this successful launch and other topics of interest from the show are featured in this issue.





## UNITED STATES COAST GUARD AUXILIARY

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### Courtesy Marine Examinations

Once upon a time when the world was younger, it was all but impossible to drive any distance down our American roads without encountering a Burma Shave sign. Those of my generation will remember them. One that comes to mind went like this...

"They hit the curve, the car was wizzin', the fault was her'n, the funeral hizzin'!" Then followed the tag line, "Use Burma Shave".

Being possessed with a strong vein of nostalgia, I miss those highway signs, most of which were concerned with vehicle safety, so it was something of a special pleasure to come across a new variation on the old Burma Shave theme which goes like this...

"For peace of mind when you're out at sea, treat your boat to a CME!"

A CME is a Courtesy Marine Examination which is offered absolutely free by your local Coast Guard Auxiliary. It does not take long for a trained Examiner to go over the safety equipment on your boat with you, make sure you have all the equipment the law requires, and then give as much boating and boating equipment advice as YOU ask for.

If your boat's equipment is up to snuff the Examiner will award you the "Seal of Safety", a

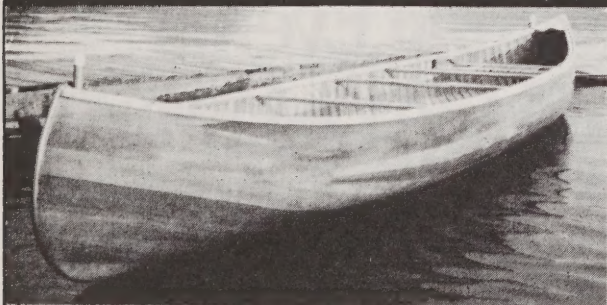
decal for your windshield that tells the world, and the Coast Guard and Wildlife officers, that you have a safe boat. If your boat does not pass you will be given a detailed check list signed by the Examiner which describes and explains each requirement so you can make needed corrections.

That report is confidential, it is for you and you alone, and your Auxiliary examiner makes no record of any deficiencies, nor does he report them to the authorities. The Auxiliary is in the boating safety business, it is not in the law enforcement business. However, your Examiner may warn you that if you are boarded by any law enforcement agency and THEY find the deficiency you may then be subject to a pretty stiff fine and/or abrupt termination of your cruise.

National Courtesy Marine Examination month is at hand so this is a particularly good time to get your boat safety checked. Contact your local Coast Guard Auxiliary to find out where the Courtesy Marine Examination stations will be located, and if these are not convenient, Courtesy Marine Examiners do make housecalls.

Tom Shaw, United States Coast Guard Auxiliary.

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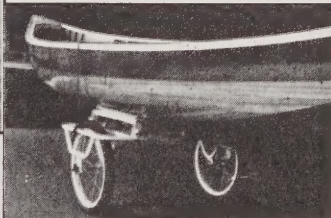


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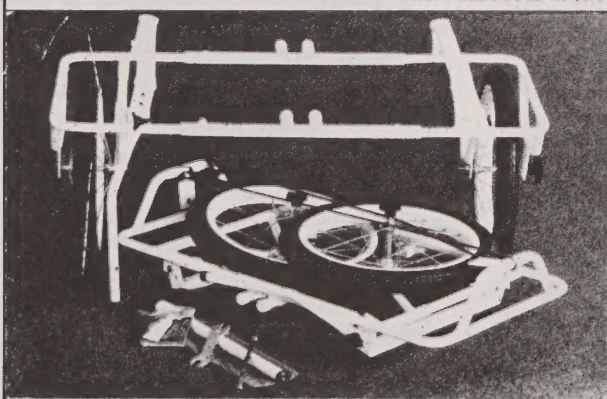
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Please make your check payable to MITA and mail to Maine Island Trail Association, Box 8, 41A Union Wharf, Portland, ME 04101. For tax deductible donations, your checks must be made out to "MITA / Coastal Resource Center, Inc."

\* Maine Island Trail Association membership benefits include: Guidebook and regular updates, Island Trail Newsletter, an invitation to the Annual MITA Conference, and the recreational access to private islands in the Trail system as part of the stewardship program.

Box 8, 41A Union Wharf  
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207/761-8225



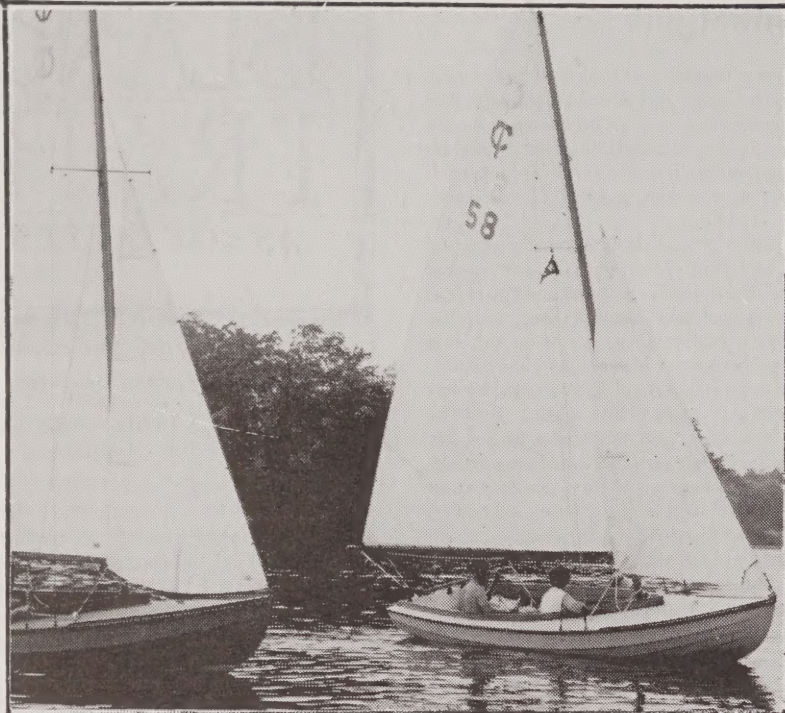
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## ONGOING EVENTS

### THROUGH JUNE 2:

Great Age of Sail Exhibit, Treasures from National Maritime Museum of Greenwich, England. Peabody Museum, Salem, MA, (508) 745-1876.

### THROUGH THE SUMMER MONTHS:

Maritime Adventure Educational Tours. The Gloucester "Adventure", Gloucester, MA, (508) 281-8079.

### THROUGH SEPTEMBER 12:

Modern Marine Artists Exhibition. Mystic Maritime Gallery, Mystic Seaport, CT, (203) 572-8524.

### THROUGH SEPTEMBER 26:

Newport Regatta Season. Sail Newport, Newport, RI, (401) 846-1983.

### BEGINNING MAY 22:

Weekly Local Coastal Cruises. Maine Maritime Museum, Bath, ME, (207) 443-1316.

### BEGINNING IN JUNE

Schooner "Brilliant" Cruises. Mystic Seaport Museum, Mystic, CT, (203) 572-5323.

### BEGINNING JUNE 2:

Shipyard Demonstrations. Maine Maritime Museum, Bath, ME, (207) 443-1316.

### JUNE 6-AUGUST 29:

Great Lakes Ship Model Exhibit. Cedarburg Cultural Center, Cedarburg, WI, (414) 375-3676.

### JUNE 27-AUGUST 2:

Finlandia Clean Water Challenge. American Canoe Association, Springfield, VA, (703) 451-0141.

## MAY & JUNE EVENTS

### MAY 19:

Flatwater Canoe Marathon Training. Connecticut Canoe Racing Association (CCRA), Mansfield Ctr., CT, (203) 567-4922.

### MAY 21-23:

Lapstrake Skiff Building Course, South St. Seaport, New York, NY, (212) 669-9400.

### MAY 22:

Essex River Race, Cape Ann Rowing Club, Essex, MA, (508) 774-0906 6-9pm.

Great Smith River Canoe Race. Wolfeboro Lions Club, Wolfeboro, NH, (603) 569-2254.

Spring Fling Flatwater Canoe Race. CCRA, Griswold, CT, (203) 445-6205.

Solo or Tandem Canoe Paddle Strokes Courses, L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

### MAY 22-23:

Lapstrake Planking Course, Antique Boat Museum, 750 Mary St., Clayton, NY 13624.

Spring Paddling Tuneup, Baer's River Workshop, Exeter, RI, (401) 295-0855.

### MAY 23:

Cool Boats for Urban Environment Regatta, Prospect Park Alliance, Brooklyn, NY, (212) 477-5944.

4th Annual Canoe Day. CCRA, Mansfield Hollow, CT, (203) 456-0558.

Coastal Kayaking Lesson Level I, L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

### MAY 25 & 27:

Wooden Boat Painting & Maintenance. Lowell's Boat Shop, Amesbury, MA, (508) 388-0162.

### JUNE 3:

Lowell's Boat Shop History Lecture. Lowell's Boat Shop, Amesbury, MA, (508) 388-0162.

### JUNE 4-6:

Lapstrake Skiff Building Course, South Street Seaport, New York, NY, (212) 669-9416.

### JUNE 5:

Festival of Paddle & Oar, Thousand Islands State Park Region, Alexandria Bay, NY, (315) 482-2593.

Riversplash '93 Canoe Race. Farmington River Watershed Association, Simsbury, CT, (203) 658-4442.

Sparmaking, Northwest School of Boatbuilding, Port Townsend, WA, (206) 385-4948.

### JUNE 5-6:

24th Annual Small Craft Weekend, Mystic Seaport Museum, Mystic, CT, (203) 572-5315.

Pedal Power Potlatch, Center for Wooden Boats, Seattle, WA, (206) 382-2628.

### JUNE 6:

Steamboat Meet, Wickford, RI, (401) 295-2570.

# Happenings

### JUNE 6-12:

Wooden Boat School Courses: Choosing Your Own Boat; Canoe Repair & Restoration; Building a 12' Fisherman's Skiff; Marine Surveying. Wooden Boat School Brooklin, ME, (207) 359-4651.

### JUNE 7:

Introduction to Whitewater Canoeing, L.L. Bean, Freeport, Me, (800) 341-4341 XT 7800.

### JUNE 9:

Solo Whitewater Canoeing, L.L. Bean, (800) 341-4341 XT 7800.

### JUNE 11-13:

North American Canoe Symposium, June L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

### JUNE 12:

5th Annual Moosehead Lake Rowing Regatta, Betsy Rockwell, Greenville, ME, (207) 695-2680.

River Day, Westport River, Westport, MA, (401) 635-4819.

Sound Cruise, Connecticut River Oar & Paddle Club, Old Saybrook, CT, (203) 388-2343.

### JUNE 12-13:

Building Wooden Hand Planes & Planecraft, Antique Boat Museum, Clayton, NY, (315) 686-4104.

4th Annual Midwest Messabout, Jim Michalak, Lebanon, IL, (618) 537-2167.

Shetucket River Days Canoe Race/Cruise, CCRA, Willimantic, CT, (203) 456-4906.

### JUNE 13-19:

Wooden Boat School Courses: Lofting; Methods & Materials of Composite Building; Woodworking Basics for Women; Elements of Seamanship; Marine Surveying. Wooden Boat School, Brooklin, ME, (207) 359-4651.

### JUNE 14:

Canoe Poling Workshop, L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Intermediate Whitewater Canoeing, L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

### JUNE 14-18:

Rigging as if It Mattered, Northwest School of Boatbuilding, Port Townsend, WA, (206) 385-4948.

### JUNE 15:

Freestyle Canoeing, L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

### JUNE 16:

Flatwater Canoe Workshop, L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

### JUNE 19:

Oarienteering, Cape Ann Rowing Club, Gloucester, MA, (508) 774-0906.

5th Annual Contocook River Flatwater Canoe Race, Tom Walton, (603) 746-3207.

Canoe Day. CCRA, Marlborough, CT, (203) 295-8918.

Coastal Kayaking Lesson, L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Solo Canoe Instruction, L.L. Bean, (800) 341-4341 XT 7800.

Tandem Canoe Instruction, L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

### JUNE 19-20:

Melonseed Regatta on the Cape, Roger Crawford, Hamaock, MA, (617) 837-3666.

New York Wooden Boat Festival, South Street Seaport, New York, NY, (212) 669-9400.

Small Boatbuilders' Get Together, June Clearwater Hudson River Revival, Valhalla, NY, (914) 435-7964.

Refinishing, June Antique Boat Museum, Clayton, NY, (315) 686-4104.

### JUNE 19-30:

Canoe Expedition to Russia, Scansport, Enfield, NH, (603) 632-7654.

### JUNE 20:

Coastal Kayak Lesson, L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

### JUNE 20-26:

Wooden Boat School Courses: Fundamentals of Boatbuilding; Building the Maine Guide Canoe; Marine Mechanics & Electrics; Cruising Under Power; Craft of Sail; Coastal Cruising Seamanship; Sailing with "Pride II". Wooden Boat School, Brooklin, ME, (207) 359-4651.

### JUNE 22:

Design of Herrreshoff Yachts Lecture. Rhode Island School of Design, Providence, RI, (401) 454-6200.

### JUNE 23:

Coastal Kayak Lesson, L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

### JUNE 24:

Mahogany Speedboat Lecture. Rhode Island School of Design, Providence, RI, (401) 454-6200.

### JUNE 25:

Wooden Boat 12 Meter Regatta, Wooden Boat Show, Newport, RI, (207) 359-4651.

### JUNE 25-27:

Wooden Boat Show, "Wooden Boat" magazine, Brooklin, ME, (207) 359-4651.

Shake-A-Leg Wall Street Challenge Cup, Shake-A-Leg, Newport, RI, (401) 849-8898.

Whitewater Canoe Paddling Weekend, L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Lapstrake Skiff Building Course, South Street Seaport, New York, NY, (212) 669-9416.

### JUNE 26:

No Octane Regatta, Adirondack Museum, Blue Mountain Lake, NY, (518) 352-7311.

WOOD Regatta, Wooden Boat Show, Newport, RI, (207) 359-4651.

Basset's Island Open Water Rowing Regatta, Russ Tarbell, 281 Barlow's Landing Rd., Pocasset, MA 02559.

### JUNE 26-27:

4th Annual Antique & Classic Boat Show, Havre de Grace Maritime Museum, Havre de Grace, MD, (410) 939-2155.

### JUNE 27:

Wild Goose Chase Canoe Race. CCRA, Pittsfield, MA, (413) 743-7763.

Coastal Kayaking Lesson, L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Viking Longboat Replica Visit, Hudson River Maritime Museum, Kingston, NY, (914) 338-0071.

### JUNE 27-JULY 3:

Wooden Boat School Courses: Fundamentals of Boatbuilding; Fine Woodstrip Construction; Building Half Models; Elements of Seamanship; Craft of Sail; Coastal Cruising Seamanship. Wooden Boat School, Brooklin, ME, (207) 359-4651.

### JUNE 28-JULY 2:

Build a St. Lawrence Skiff Model, Antique Boat Museum, Clayton, NY, (315) 686-4104.

Beginning Boatbuilding Course, Miami University, Oxford, OH, (513) 529-7395.

### JUNE 30:

Tandem Canoe Instruction, L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

### JUNE 30-JULY 10:

Canoe Expedition to Russia, Scansport, Enfield, NH, (603) 632-7654.



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## EIGHT OR NINE WISE WORDS

Things Learned Aboard the Skiff "Booger Maru" (11.5' LOA):

It may be a remarkably pleasing sensation to bear away at three knots while the sail is still furled to the mast, oh you know, the "creaming" bow-wave, "bone in the teeth," and all that, but:

You can't set up a spritsail while running before a 20 knot breeze. Corollary: On Lake Whatcom there is ALWAYS a 20 knot breeze. (Can't reef in those conditions either. Thought I'd mention it.)

While clawing yourself loose from the lee shore and the spike-infested driftwood, you learn these too:

Open-top oarlocks are imports from Hell (and a kick-up rudder a blessing if you can get it down again without hanging yourself out over the transom. Your undrowned wristwatch will thank you too.)

A leeboard is a wonderfully handy sort of a thing to have, when two are aboard. But if you are sailing single-handed, you will watch it break apart under unacceptable strain after a tack, because you have had too many other things to attend to first. (with luck it won't take gunwale and sheerstrake with it.)

Again, with two aboard, one of you is ballast. You really do need that extra 200 pounds in the bilges, when out alone. For:

Ballast is unco' tippy stuff, when it is stretched up along the mast trying to unsnarl a line, or lower sail, or both.

A sprit-end stuck through the peak grommet is not secured. And anything not tied down is lost. And half a sprit is very much worse than none.

An outboard motor left at home in the barn is not earning its keep.

No matter what you swore forty years ago, your rowing days are not over, not just yet! Today (remember that 20 knot breeze?) you will row a mile up and down for every half mile forward, all the while learning about such useful things as lactic acid toxemia, and leeway, and how a sharpie hull spansks in a chop.

A layer of silicon carbide grit mixed with epoxy and applied along the keel (sprinkle some grit over the wet mix, too) will mean you can laugh at the rocks at the landing. Some paint will chip off over the grit, yes, but the rocks themselves will be grooved. Of such small satisfactions, and of precious few others, will the day's end be composed.

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## Your Commentary

### THOSE CLASSIFIED ADS

I wonder if you realize how much everyone enjoys your classified section? It is the first section many people read to avoid missing out on some of the neat boats and gear offered. All the people I've met through these ads are as "boat crazy" as I am and have much good information to share. Many times an ad that ran the previous year is remembered and triggers more great discussion. Just when I think my fleet is at last complete, the next issue arrives and there in the classifieds is...

Thomas Kayser, Fairport, NY.

### MORE ABOUT THOSE CLASSIFIEDS

Thank you for running my want ad for the book "Blood Orange". Through it I met by correspondence a thoroughly agreeable gentleman from Torrance, California, George Hume. He saw the book at a local bookstore and offered to pick it up for me. I later realized that he is a boat designer by avocation from his article on page ten of the February 1st issue.

Roger Rodibaugh, Lafayette, IN.

### "THE CHALLENGE"...A POSTSCRIPT

The wineglass stern rowing boat that I took off that island when we saved that launch ("The Challenge", March 1st) turned out to be a Truscott Model 125 built ca. 1895 in St. Joseph, Michigan. She is complete down to her silk cushions and spoon blade oars. This boat is still in my collection and currently is undergoing restoration, hopefully to be completed for this season.

Jon Knickerbocker, Brattleboro, VT.

### IN PRAISE OF "JUST DRIFT"

I just wanted to praise David Dawson's piece "Just Drift" (February 15th). I reread it again this afternoon and think it is a prize. Right on target. I think he has captured in one short piece exactly the sentiments I hold about my canoes and kayaks. As time continues to close in and I find my boating time is what is left over after everyone has taken their cut, I find myself seeking out these smaller bodies of water, many of them too small to merit mention in a guide book or trip report. David Dawson captured a lot of the thoughts ruminating in my head during this long boatless winter. Perhaps you could print it every February.

John Callahan, Dunstable, MA.

### ENJOYED THE BEETLE CAT ARTICLE

Enjoyed the Beetle Cat cover picture and article on the Beetle Cat and Leo Telesmanick. You probably have been advised by now that Charlie York is back at Concordia managing the BC shop (Charlie told us, Ed.).

Readers may be interested to know that the New England Beetle Cat Association was given the prestigious "W.A. Baker Award" by Mystic Seaport Museum this year for "significant restoration of a recreational boat or class which best typifies American craftsmanship and love of small boats."

It's a great little boat for kids and adults alike.

Roy Terwilliger, Murrysville, PA.

### EXTRA PRAISE FOR BEETLE CAT ARTICLE

Extra praise and appreciation for featuring the chronologic history of the Beetle Cat. It is indeed astounding. Never since the heydays of the sea republic of Venice (13th century) owed so many to but a few dedicated small boat shipwrights. A grain of gratitude!

However, if thoroughbreds were cheap, beggars would ride. Of course this defies the American dream of our youth: "Navigare Necesse Est!"

A.A. Curran, Hartford, CT.

### REALLY ENJOYED BEETLE CAT PIECE

I really enjoyed the piece on Beetle Cats. Our first boat was a Beetle. If I was housebound I'd definitely have one. Just enough work to make you feel satisfied, involved with its well-being as it were, but not so much as to bury you.

Then there's the sailing. I remember one day we were out on Narragansett Bay in a nasty nor'easter, keeping pace with a 25' O'Day and not getting much wetter!

Back in the mid-70's I visited the Concordia shop and stood in awe as Leo and crew framed a Beetle in what seemed like ten minutes! Nice to see from the article that I wasn't hallucinating. The way they had that jig set up, they could hang a frame in less than a minute. Amazing!

Joe Zammarelli, Rock Hill, SC.

### ABOUTTHOSE "OLDIES" (AND BOLGER, TOO)

The serializing of those old articles/books seems to attract some adverse criticism. I'd like to enter my vote in their favor. Reading them is like going to the opera, you resist going and finally trudge there as martyr, but when it's over you feel good.

As for Bolger, who offends some by being himself, he made it possible for me to go sailing again despite my thin purse. I enjoyed the process of building my boat, and would at times make an excuse to go out into the barn just to revel in those beautiful curves as they took shape.

Earl Goodale, Milton, NH.

### LOW COST PAINTS & EPOXY SEALING

I would very much like authoritative (based on practical experience) information on use of low cost paints for small wooden boats, the comparison of oil based and latex house paints in particular.

Also, can anyone comment from experience on just how effective epoxy sealing of wood and plywood in boats is in preventing rot? Is it worth the cost? And can house paints be applied over the epoxy coating?

Clive Bennett, 1016 Aspen Ct., Samia, ON  
1V7 3A5, Canada.





#### REMEMBER THOSE QUAHOAG DECOYS?

I thought you might find this photo of a group of shellfishermen on Cape Cod setting out quahoag decoys in Pleasant Bay of interest, due to past discussion on your pages of this method of shellfishing. The setting is accomplished by sneaking up in wooden pulling boats to the areas where the quahoags gather. These rowboats are

needed since it is well known on the Cape that Pleasant Bay quahoags have a highly developed sense of hearing and have been known to move on almost as quickly as scallops.

Barry Donahue, Brewster, MA.

#### THE OFFICIAL WORD ON PFD'S

I have just returned from the National Vessel Examiners' School in Newport News where I raised the PFD question that has come up over my earlier column on the subject in the March 1st issue, and reader James Michaud's follow-up questioning of my information in the May 1st issue.

The federal law has not yet been changed. Boats under 16' must carry one Type I, II, III or IV (throwable) for each person on board. Boats 16' and over must carry one Type I, II or III (wearable) PFD for each person on board plus one Type IV (throwable).

Some states have changed the law to require a wearable PFD for every person aboard regardless of the size of the boat.

There is federal legislation pending to change the federal law and require a wearable PFD for every person on every boat of any size, but the best guess is that this will not pass until late in the year, probably in time for the 1994 season. We do not know exactly how this new legislation will be written; for example, will the new legislation require a "throwable" in addition to the "wearable" PFD's on the smaller boats?


I will be watching this and will let you know as soon as any new legislation comes down. Obviously it will make a significant difference to many of your readers.

Mr. Michaud made some very good points in his letter, especially that about the responsibility of those who charter. He was also helpful in pointing out that PFD's must be removed from their plastic wrappers, something neglected by all too many boaters. The magnitude of the fine for having an unlicensed VHF radio aboard is indeed staggering at \$10,000 or the \$8,000 I had thought it to be, and sadly, we find that not all who sell these radios inform their customers that a license is required. I carry license applications when I do boat inspections and many need them.

A final comment; cheers for Mr. Michaud and the Power Squadron's concern for boating safety.

Tom Shaw, U.S.C.G Auxiliary.

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# THE MAINE BOATBUILDER'S SHOW



This boat show must have something going for it, for 6,000 small boat folks traveled to Portland, Maine, in late March to see what there was to see. And there was plenty, for the Show has expanded each year, and this year it spilled over into adjacent buildings in Phin and Joanna Sprague's Portland Yacht Services old factory building complex on the waterfront.

It was crowded. The booth spaces were jammed with small boats, or gear, or photo galleries of boats too big to bring. The aisles were jammed with people on Saturday, getting into the "front row" at the more popular exhibits took some doing. Despite this crowding, spirits were high and everyone seemed to be enjoying the gathering. The people who come to a boat show in an old factory complex in March are true boat folks, and those who exhibit are talking with people who have some understanding of what it is all about. Which is what I think the show has going for it.

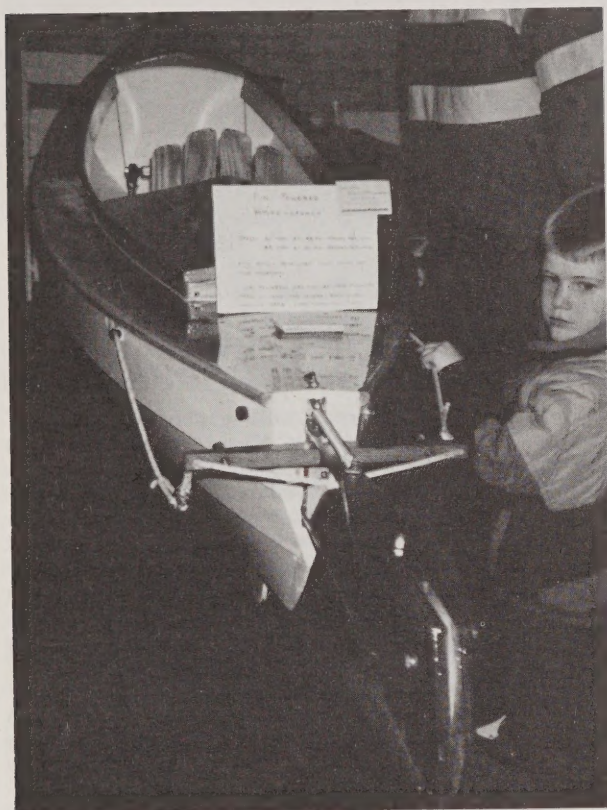
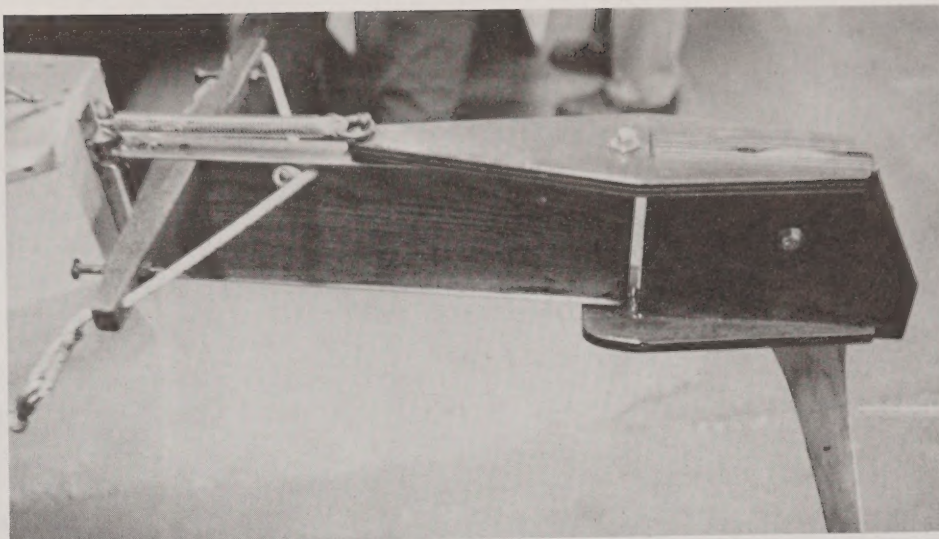
The first few years I managed to photograph all the small boat displays in an effort to emphasize what sort of focus the show had. Now it's no longer possible to include everyone, there are more than can be fit into a few pages here. So my report of this year's Maine Boat Builders' Show is a selection of a few photos and comments on those exhibits and happenings that most caught my attention. So much to see, so much to do...

Two views of just one of the five main display rooms give you some idea of what there was to be seen, these taken on Friday when it wasn't as crowded as Saturday.

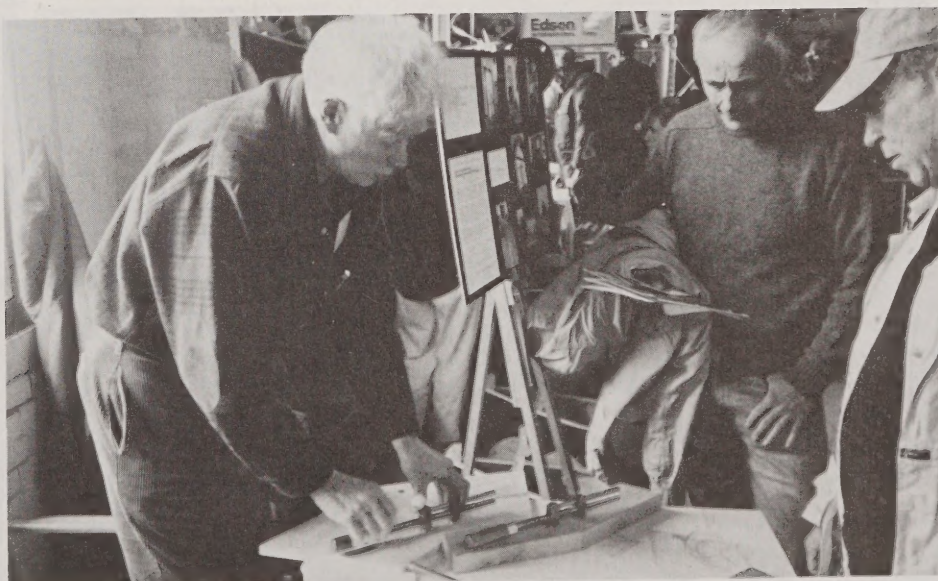
Ellsworth Rice had the only half model exhibit, here he discusses his work before a backdrop of the second story factory loft where exhibitors who could carry their displays upstairs were located. Ellsworth is at 16 Prouty Ave., Norwell, MA 02061, (617) 659-7131.



The most innovative idea presented was Harry Bryan's fin powered launch. Harry's a boatbuilder from New Brunswick. Several years ago he built a schooner on spec. Before selling it he and his family sailed off to the south seas. On long days of idleness on that trip Harry got interested in how fish propelled themselves. The result of observation of fish swimming, and close up inspection of tail fin movements and musculature, led Harry to the propulsion system pictured here. Foot pedals in the boat cause the rudder-like appendage on the rear, made of flexible lexan plastic, to flap in imitation of a fish tail. Harry says he easily keeps up with a sea kayaker, despite the far heavier wooden hulled trial launch to which the fin is fitted. Harry figures another year of development is needed. But if you can't wait to learn more, contact Harry Bryan Boatbuilding, RR4, St. George, NB E0G 2Y0, Canada, (506) 755-2486.



Somebody doing something is always an attention getter, and Matt Conrad was doing something, busy demonstrating his clamps. They seemed to be very versatile but appeared to require that holes for the clamp jaw pegs be drilled into the workpieces being drawn together by the clamps (see lower right in photo), so I wondered about their utility for our boatbuilding. Still, I may have missed something and didn't get to talk with Matt about this. Matt Conrad, P.O. Box 250, Vershire, VT 05079, (802) 685-4441.

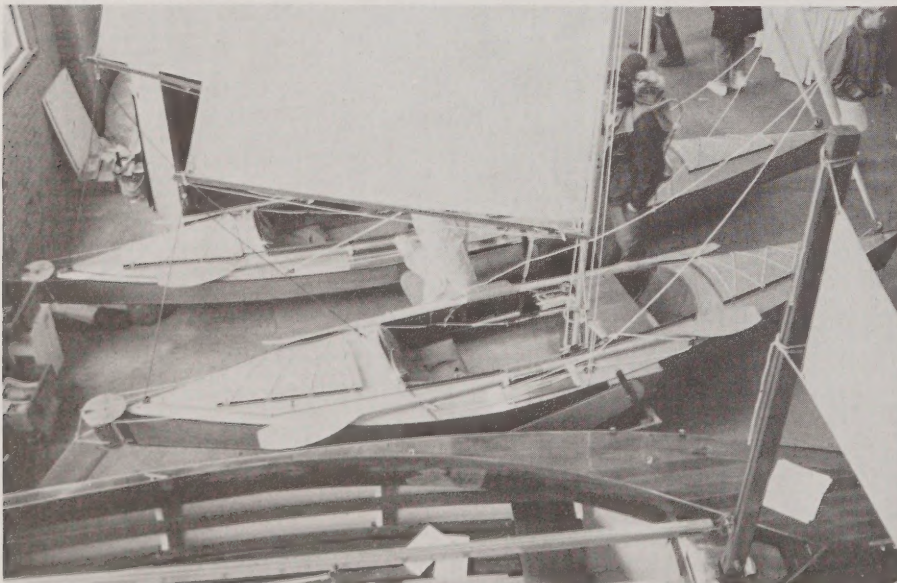






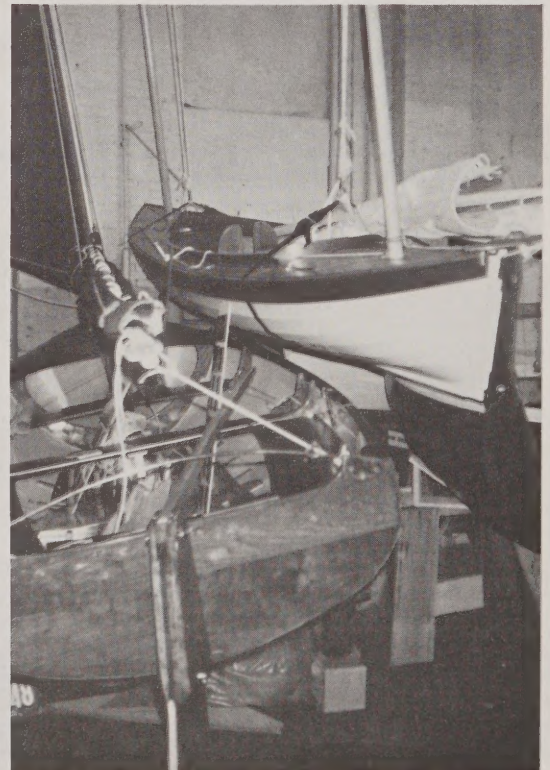
The 5th grade students at the Cape Elizabeth Middle School displayed this Platt Monfort Geodesic 10' Whitehall Jr. they built as a class project led by teacher Clarke Smith. Ms. Diana Burke, one of the class members, was a very articulate spokesperson for the effort, here she explains all about it to an interested onlooker. Two boats were built and raffled off in Cape Elizabeth and proceeds are funding a similar project this year.

How to get 16' small boats into a 14' deep booth space? Simple, let the bows stick out into the aisle, certainly one way to get passer-bys' attention. This was Dan Leonard's Windhorse display. Windhorse Marine, 91 Library Rd., S. Britain, CT, (203) 264-7765.



MITA, the Maine Island Trail Association, had only just completed its separation from the Island Institute (see "Commentary") in time to set up at the show to bring the word about the unique 300-plus mile coastal trail for small boaters. MITA, Box 8, 41A Union Wharf, Portland, ME 04101, (207) 761-8225.

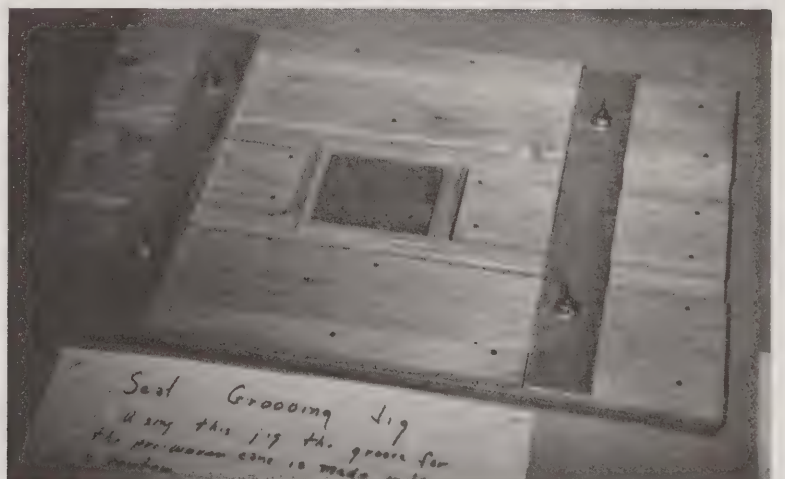
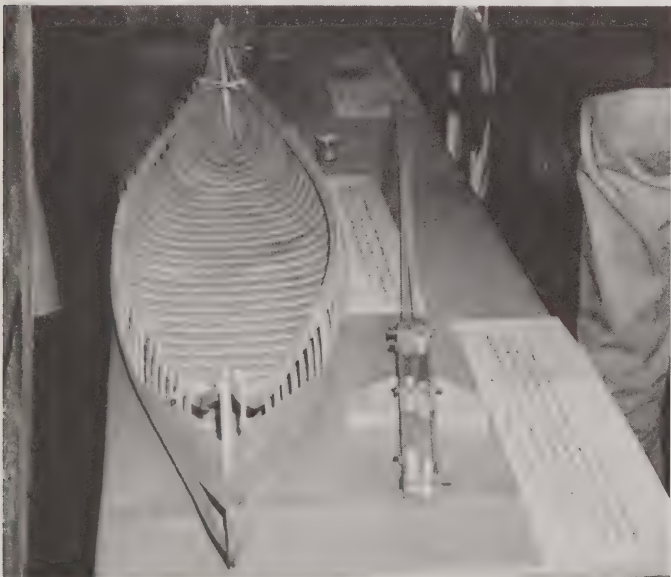
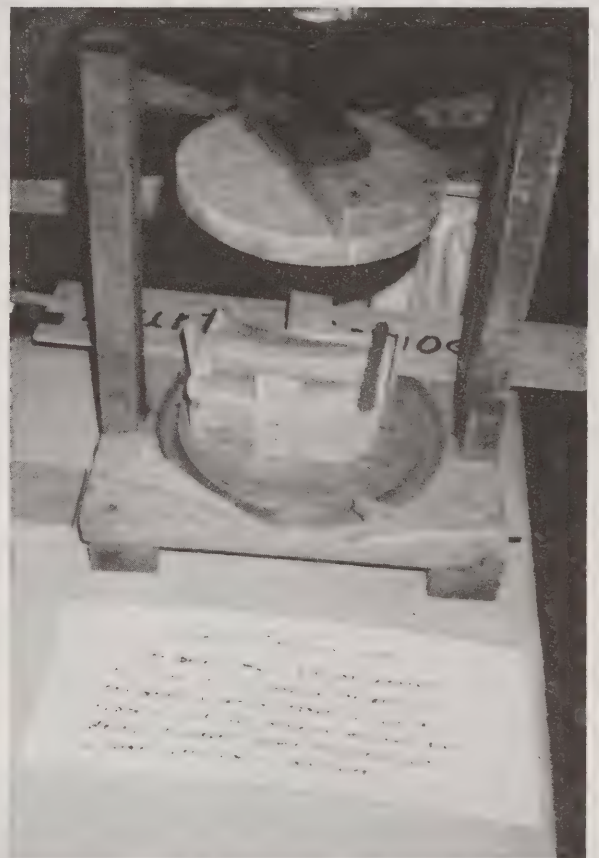
How to get two boats in a space wide enough for one? Tony Dias of Marine Design & Construction solved his space problem by hanging his 16' "Greyhound" over the larger, though shorter 14' "Little Cat". Marine Design & Construction, P.O. Box 106, Wallkill, NY 12589, (914) 895-9165.



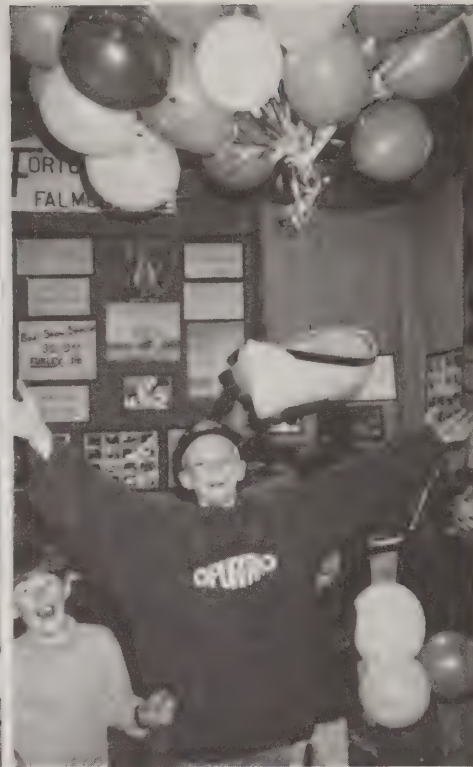
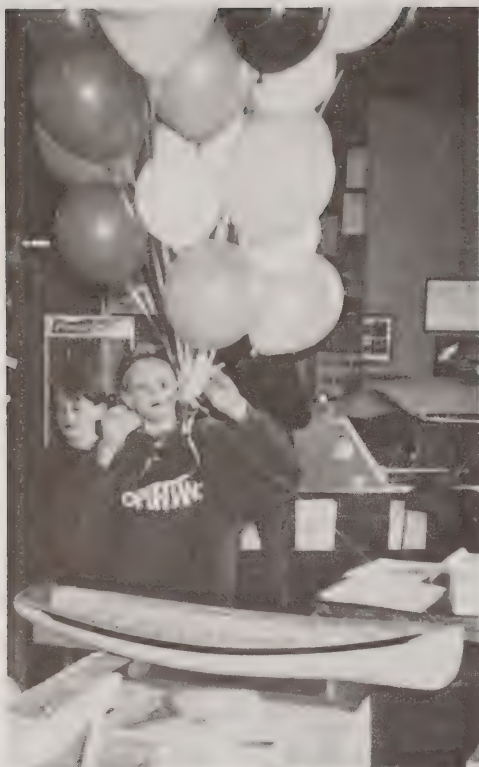




Tucked away in a corner of the upstairs loft was a complete wooden canoe building shop, in scale. Builder Burt Libby had constructed a 6' scale model of one of his canoes for displaying at the shows and fairs he attends, and decided from interest expressed that a complete scale shop of all the jigs and fixtures used would catch people's eyes. My photos show only a portion of the collected jigs and fixtures. Burt didn't have any of his full size canoes displayed, and had to turn down several offers to buy the finished scale model canoe he did display, it having already been reluctantly sold. Something about these "big" models. One person actually wrote to Burt inquiring about paddling the 6' model! Burt's Canoes, P.O. Box 1090, Litchfield, ME 04350, (207) 268-4802.







We all know that Platt Monfort's Geodesic designs in kevlar and dacron are ultra light, but it took Ebenezer Wilson, son of sailmaker Nathaniel, to demonstrate the fact with the scale model Platt had named for him. Ebenezer and many youthful friends scoured the show for all the helium balloons they could borrow or beg, and eventually enough were collected to "float" the model off its cradle. It was then triumphantly paraded around the entire second floor by Ebenezer and his followers.

Traditional fittings? You need traditional fittings? Well, if you couldn't find it at this Marine Trader display it probably has never been made. So much bronze! New and old. Also galvy stuff, but mostly this long, long, long table of bronze. No price tags, you dicker with the owner it seems. I heard the prices were affordable. Marine Trader Hardware Sales, P.O. Box 268, Annapolis Royal, NS B0S 1A0, (902) 532-2762.

What's more appropriate than to display an iceboat outdoors where the wind was icy if one was just standing around. Northwind Ice Boats must have been a last minute sign-up for they didn't get into the program, which I relied on for addresses and phone numbers.







# Boating on the Moscow River

By Gayle Smith



In June of 1991 I flew to Moscow, Russia, with a business visa in my pocket, ostensibly to write an article about the military career of my pen pal's father. I gathered photographs of paratrooper training operations and Mig fighter jet ejection seat tests. Pictures and pantomime are worth more than words; so we were actually trading stories with great gesticulation. Then somewhere during the interview, while my pen pal, Natalia, was trying desperately to translate between her father and me, I thought I heard something said about boats?

As it turns out the Moscow River is summertime host to all manner of watercraft. I was invited to tour Moscow by boat and see for myself. Naturally our day trip departed from the Moscow Boat Station and headed up river to where the river widens to large lake proportions and then returned.

Once underway, I discovered the multiple purposes the river actually serves. First is the cement industry. Sand is hauled in barges and off-loaded by cranes at the docks to support the city's building industry. Next is the tour business. River tours run in length from about three hours to a couple weeks. Vessel size and passage vary accordingly. And that's where life on the river gets interesting.

Our tour boat was perhaps seventy feet long, seating about fifty people on a slow moving displacement hull. The hydrofoils were longer, narrower, and incredibly fast. They passed whomever happened in their way, on either the port or starboard no matter how narrow the river at that point.

In addition to the heavy metal traffic, swimmers were using the river to escape the summer heat. Many military uniforms could be seen neatly folded on the banks, their owners swimming in the buff. The object here, as with most young men, is friendly competition mixed with some bravado. These young comrades dared one another to swim out to a passing tour boat and kick the hull with their heels. Kudos to the swimmer who kicked the hull startling an unsuspecting passenger.

These young swimmers provided the height of excitement on an otherwise relaxing boat tour. Once they were behind us, it was enough to sit by the rail and watch the scenery as we moved up river. I was impressed by the stone retainments designed to shape the flow of the river, and the amount of labor required to create what is in effect a great canal. Additionally I enjoyed how the forest was allowed to grow up to the river's edge, protecting the illusion that we were

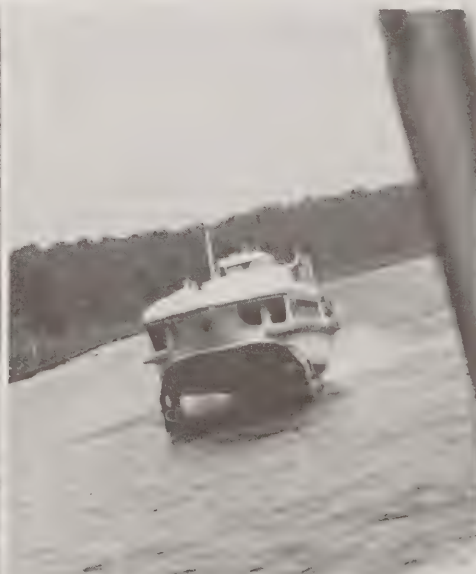
travelling outside the city limits of Moscow.

At the turn around point, where the river becomes so wide, there were a variety of private craft to be seen; small powerboats, sailboats, and even a wind surfer! Observing all those boats and happy boaters made me wonder where there might be a small boat we could use?

As it turns out rowboats are rented at Ostankino park, right in the middle of Moscow. We returned from our boat tour of the Moscow river too late in the day to visit the park and do any rowing before sundown. But the next day, Natalia and I took the subway from her apartment to a trolley station from which we were carried to the gates of the park.

Once inside the tree lined perimeter the city sounds faded away. Moscow parks, with their small forests are cool and green, a microcosm of the river forests. We walked around on the paths and eventually paid our fare for a rowboat at the rental station. We had a wonderful time taking turns rowing in the sun and drifting together in the shade. Like Rat says, "There's nothing- absolutely nothing- half so much worth doing as simply messing about in boats." Unless its falling in love in one.

Top of page: Gayle & Natalia enjoying rowing. Below from left: Foresail only in light airs; the international sport of windsurfing; 50mph hydrofoil moving up.







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## Summer Sunfish Sport

By Dick Berg

This is a story about a group of sailors who enjoy messing about in boats. "Messing About in Boats" does carry some material on sailing, but not much about the type of sailing that I am going to discuss.

This group all spend a fair amount of time during the summer at an adult campground located in Wakefield, New Hampshire. It is called Lake Forest Resort and is on a lovely body of water called Great East Lake. It is the summer home for many of our group and those of us who maintain other homes in New England spend as much time as possible there. One of the catalysts that draws many of us is the boating.

The group all own and enjoy Sunfishes. Most of you know that this is a fourteen footer that carries seventy-five square feet of sail. It is a board sailor with a small cockpit for feet and legs. Most of us have them moored fore and aft between two mooring chains. It is a wet boat, and we have no problems paddling out to retrieve them for rigging. On any given day as many seven or eight of us may be out doing our thing. They are quite colorful with their multi-colored sails.

I have not yet mentioned the factor that got me thinking about doing this story. There are a dozen of us in our Sunfish group, and what I think is quite unique is that two-thirds of us are seventy or more years of age. A fair share of us have had by-passes and more than a couple of us are wearing nitro patches and carrying bottles of

nitro pills, but we still carry on. Some of our group have been messing about in boats all their lives, but others of us only began this after retirement.

I must mention that four or five of us race on weekends. A group on the lake organizes and runs two classes of racing, Hobie 16's and of course the aforementioned Sunfishes. A small group of Sunfish sailors from Balch Pond in Maine join us for the racing.

Writing about this in winter has got me thinking about getting back out on the lake this summer. I had started this some while ago and while it was stored in the word processor, a rather remarkable thing happened. In the late 60's I built and launched a Snipe sailboat. I sailed it on Long Lake in Maine and later sold it and bought a Chrysler Mutineer because a fleet was starting there. The fellow who bought it turned it over to a friend who used it a bit and then it sat around for some while. This past fall, a nephew from California stopped in to visit this mutual friend and sent me a message; "Chuck says if Uncle Dick wants his sailboat back, he should come and get it."

It is now sitting here in Rochester, New Hampshire, waiting for me to work on it. Even though it has a fiberglass skin on the hull, I sort of think of it as a classic. It has a fair amount of mahogany, a Sitka spruce mast, and does need quite a bit of tender loving care. Looks like I'll have two boats moored at Great East Lake this summer!

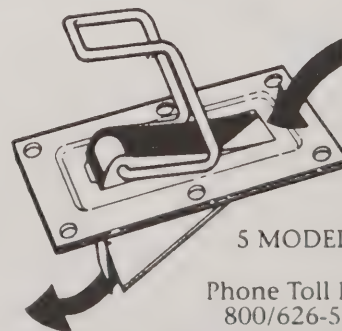
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So the big news was the "Storm of the Century". Obviously we survived okay, but there were some interesting moments!

On our way back north from the west coast of the Sunshine State, we had been visiting Cumberland Island in Georgia when we first heard that a large storm was forecast to develop in the Gulf and move across Florida and up the East Coast. Since storms down here rarely give winds greater than 25 kts (except in thunderstorms) we thought big would mean 25-35. So did everyone else! Still and all we thought we would tuck ourselves into a favorite hidey-hole in nearby Brunswick.

Brunswick, although a major port, is little more than a mile-long channel leading to a turning/anchorage basin. The channel runs along a large concrete container/grain loading pier for ships and a few large docks which are home to a good sized shrimping fleet. A small channel continues from the basin at a slight angle to the main. We anchored at the head of this narrow but deep (20' MHW) cut near some small crabbing boats and modest sized draggers. We set two anchors, one upchannel and one down, as it is only about 150 ft wide. We thought this would probably be all we would need. Wrong.

Friday evening the wind was about 10-15 from the SE. It was warm and rather pleasant but a bit on the humid side. The forecast was calling for winds shifting to NW at 25-35 on Saturday but first there would be a round of severe thunderstorms. We went to bed at our usual 9:30 or so but a building wind made my slumber fitful. Around midnight the first rain began to fall and the wind was gusting to 20. I got up and looked to windward. Hmm... three draggers tied to old pilings, a rickety dock and a half dozen open work boats, and a small barge and crane. I could only hope that all their lines held. I lay down to try to snooze but at 1:30 a squall made up. We threw on our clothes as the wind got up to 40 and I was in my foul weather gear as the anemometer hit 60 (knots or approx. 70 mph).

It was still going up as I scrambled out into the cockpit and started the engine. The boat was heeled nearly 10 degrees in the gust, rain was horizontal and lightning flashed all about. It was a wild scene. I glanced behind me at the shore and saw an eerie green glow flare over the residential area ashore. In a second it was gone and I turned to focus on "Moonshadow". The anchors were holding but the boat pulled and yawed all over. I put the engine in gear and gave it some throttle to help the anchors. The wind came around to the SW. From this direction there was about .2 mile of fetch and the chop got up to about 2ft. The wind steadied at 35-40 with some higher gusts.

The wind slowly eased over the next hour or so until it was down to 20. The rain ended and I thought the worst was probably over. Upwind I could see the fishermen nailing their dock back together and crew members adjusting lines and putting over tires for fenders on the draggers. A line squall usually precedes a cold front by about 50 miles, so I figured that in an hour or so the wind would go around to the NW, pick up to 25 or so and that would be it. I decided to be safe rather than sorry and rowed out a small Danforth and set it across the channel to the west. I put it nearly on the bank to get out enough scope. It was really smaller than I wanted but the two storm anchors were buried in the cockpit lockers. I thought it would probably do.

I went below and lay down in the main cabin partially dressed. Carolyn lay in the forepeak. It was about 3:00 am and I dozed off. Somewhere around 4:00 am we were awakened

# The "Storm of the Century"

## (And Other Sea Stories)

By Ed Seling

by a rising wind. It came up quickly again as we climbed into our clothes and foulweather gear once more. By the time I was in the cockpit starting the engine it was up to 35, maybe 40, and gusting higher. It was more in the west now, blowing across the channel so there was no chop to speak of but behind us lay a steep embankment lined with concrete rip-rap. I put her in gear again and hoped the wind would soon shift to the NW.

The wind came up even more until by dawn it was a steady 40 knots with frequent gusts to 50 and occasional gust to 60 kts. We saw the anemometer get up to 62 knots or 70 mph at one point. I stood on the helm all day putting the engine in gear for the gusts giving short throttle bursts to keep the bow into the wind and easing off in the lulls. Carolyn fed me cup upon cup of coffee as the temperature steadily fell. She spelled me at the helm when I went below for another layer of clothing or went to get rid of all the coffee. Carolyn also rigged chafing gear on the rode and dug out a storm anchor and rode from a cockpit locker for possible use later.

The shriek of the wind and the intense gusts were eventually numbing, lulls of 30 seemed calm and silent. I found that the time went very quickly. So absorbed was I that everytime I glanced at the cabin clock through the companionway it seemed another hour had mysteriously slipped by. And so the day just kind of disappeared. By 4:00 in the afternoon the temp was down to 40 and headed for an overnight low in the 20's. I was cold and tired but wanted to put out another anchor before I left the helm. It would soon be too cold to stand at the wheel anyhow. The wind was still in the west putting our stern toward the concrete but it was now easing a bit, down to an average 30-35 with occasional lulls of 20. In one of these lulls we were able to set out another anchor and go below and breathe a sigh of relief. We stood watch till 10:00 and then both fell into a sound sleep.

As a most interesting aside, the tide dropped so much from the wind effect that at noon on Saturday we were looking UP at one of the anchor rode (the anchor was buried) high and dry on the bank. The normal 8' tide had dropped about 12'. An interesting experience.

The wind just blew and blew and five days later the wind was still NE at 20-25, gusting to 30. It was making travel north very difficult.

There have been a few other sea stories generated this spring, one rather sobering. I think I am at a dangerous point in my sailing career, I've been around long enough to think I know what I'm doing! Let me explain.

When we were coming up "outside" from St. Augustine to St. Mary's inlet (Cumberland I.). Carolyn was hurting and not able to do too much. We were approaching the inlet from the south with it's million buoys (it's the entrance to King's Bay, a major nuclear sub base) and it's long jetties. The inlet runs east-west. The wind

was coming up and the day was getting on. I was anxious to get in. I was not keeping a DR or using Loran, just eyeballing it, and the visibility was unlimited. I saw a jetty sticking out and asked Carolyn to count out three sets of buoys. This would bring us into the channel well before the shoals that stick out a bit beyond the jetties. I kept an eye on the depth sounder as I steered toward the buoys.

Just before getting to the red, Carolyn read its number with the binoculars as "21" We were supposed to be heading toward "17", "21" was just off the end of the jetty but the jetty was nowhere in sight. On our way into this inlet in the fall we had noted that the CG had renumbered all the marks. We had adjusted our chart accordingly. Had they renumbered them again? And there was another buoy that we couldn't figure out from the chart. We rounded outside the buoy rather than cut it, but alarm bells should have gone off and we should have stopped the boat and worked it out. We were almost to the next buoys when I began putting it together. On my left I noticed disturbed water, I had thought it was current swirls, the tide hums in these inlets. Now a flash of rock showed me wrong.

"Look Carolyn, that's the jetty! Had we been wrong in counting buoys we would have gone right up on it, just as a yacht had in October (it was lost). Closer inspection of the chart found "Jetty submerged at MHW". It was about 1/2-3/4 tide but it was a moon tide. Whatever, we used up one of our nine lives!

One other sea story came out somewhat better. We wanted to go out the St. Lucie Inlet and make a run up the coast of Florida. We had just powered across the state via the Okeechobee Waterway and were anxious to get on some real water and get the sails up. The inlet has a bad reputation but is used widely by many yachts so we thought we might give it a try. A dredge working on the channel reported plenty of water and the tide was flooding. That keeps the seas down.

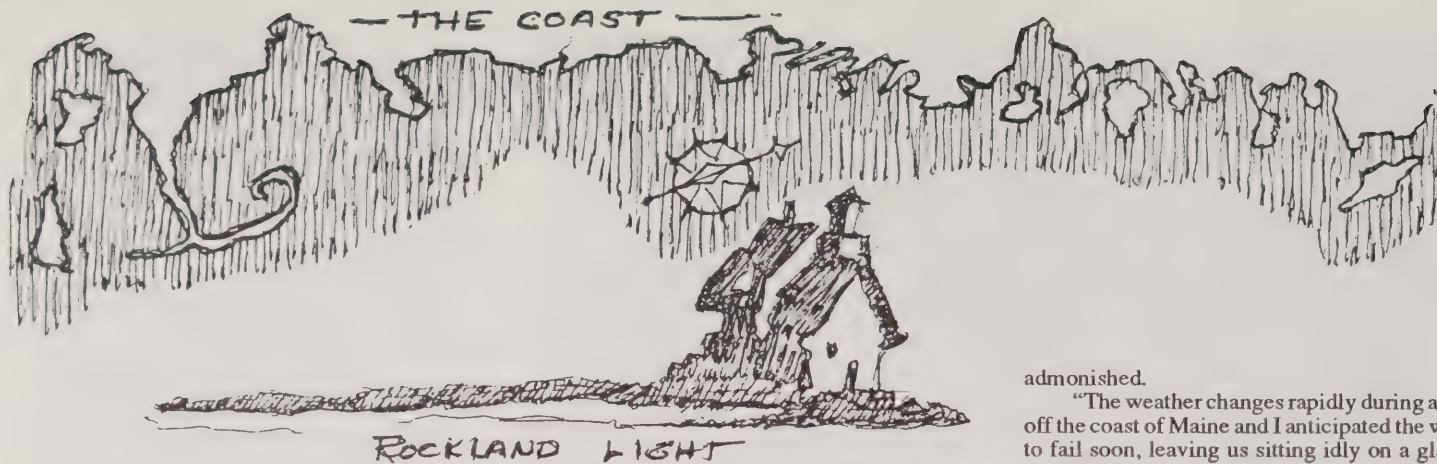
Unfortunately a large storm up off the Carolinas was causing a large swell. We watched the waves as we headed down the winding channel to the inlet. They were breaking heavily on the stone jetties. The inlet was full of anchored 18'-24' sport fishing craft and we were passed by some big offshore sportfishing boats. We watched them carefully. Some went out; some turned back. Occasionally a huge wave would rear up and break the whole way across the inlet. I thought long and hard about this. We could choose our moment, there were long gaps between breakers, but I finally nixed it. We couldn't power out quickly in a lull like the sportfishing boats. Disappointed we turned around and headed back to the ICW.

A half hour later we were still cursing our luck and I was mulling over my timidity when events started to unfold on the VHF. A 20' fishing boat had flipped at the jetty putting three people in the water. The seas were too bad for any of the other boats to get to them quickly and it was a few minutes before a Florida Marine Patrol boat managed to get to them. All three were pulled from the water but only two were alive. And for a while it looked like the patrol boat might not make it.

I guess I felt my decision to turn around had been vindicated, maybe not, but I no longer regretted powering up the ICW.

ED. NOTE: Ed Seling and Carolyn Pearson live aboard a 32' fiberglass sloop and have been "commuting" between the Maine coast summers and the Carolinas to Florida winters for the past several years.





## Tom's Coast of New England Being an Account of a Cruise Along the New England Coast Aboard the Vessel "The Damn Foole II"

The Author admits to free and blatant pilferage from "Carter's Coast of New England."

Next morning we found that a cold front had come through during the night leaving strong winds to blow away the remnants of the morning fog. The Pilot, perched on the bow, had caught a fish and suggested we have it for breakfast. "Fish belong in the ocean. To be eaten by other fish. Throw it back," I demanded. "I do not want to appear unreasonable but fish and meat shall not be eaten aboard this vessel."

The crew looked at each other, stunned, apparently by the clarity of my reasoning. "Fruits, vegetables and grains shall be consumed on this vessel and not everything in creation."

The crew remained stunned. The Pilot and I plotted the course to Jewel Island. While the crew plotted mutiny. It was 10 miles and would take 3 or 4 hours at most. We hoisted sails and got underway by 9:00, rounding close beneath the high cliffs of Cape Elizabeth. The breeze being fair and steady we made a quick passage across Casco Bay, sailing into Jewel Island Harbor and anchoring before noon.



CAPE ELIZABETH

Admittedly it was still early, with an entire afternoon of good sailing ahead of us, but we could not decide where to go beyond where we were. So we decided to stay. Which worked out badly. Leisure permitted mutinous irritability to fester. For days now The Assyrian's mouth had

been continually chewing making animal noises of appreciation. "Will you stop eating?" I finally demanded of him.

"Hungry," he mumbled through his chewing. "Haven't eaten in 15 seconds."

The pilot's pipe decided to abandon ship and went over the side. Perturbed, he paid out a steamy stream of profanity, ending with an oath to give up smoking forevermore. And forevermore subjecting us to the deterioration of his culinary skill. Which we shortly sampled. The Waterman heaved the Piscatologist's specimens over the side, declaring that, "They are crawling with vermin."

All this irritability, I suspected, resulted from our abbreviated day of sailing. I escaped by inflating the raft and paddled ashore with the Professor. We walked about the island while he named the plants, and trees, and birds, and insects with such familiarity that I thought he expected them to acknowledge their names and strike up a conversation as with an old friend.

Being in a playfully thoughtful mood I explained that, "Each object has individuality." And asking him, "How would you like to be referred to as just a member of a species?" And I therefore rebaptized all he had named with deservedly dignified names: Wesley R. Weatherbee was a tree; Theresa Quimbly was a flower; Melvin J. Merryman was an insect; Desmond P. Romanovitch was a seagull.

Needless to say the Professor did not appreciate the spoof and returned to the boat much bemisnamed and much given to Mutiny. Alone now and not caring for my own company, I returned to the unhappy boat and found the sullen crew avoiding each other. We ate silently, retired to our berths, slept soundly and awoke the next day to raise the sails and hurriedly leave the ugly mood of that innocent little harbor. While sailing we discussed the previous day and concluded that we were all happiest when sailing and not tethered to the muddy bottom of a port where an uncheerful atmosphere could hang over us like a quarantine flag at the truck.

That day's sail proved to be well worth coming that far. The wind strengthened as we passed West Brown Cow and Webster Rock Light. "We should reef the main," the Pilot

admonished.

"The weather changes rapidly during a day off the coast of Maine and I anticipated the wind to fail soon, leaving us sitting idly on a glassy sea," I replied.

We raced along daringly under a full press of sail. The rigging complaining vociferously before we anchored in the lee of Sequin Bay at an hour after noon. "From where we're anchored the wind would blow us ashore in the raft but we would never get back out to the boat, so there will be no going ashore," I explained to the crew.



SEQUIN

"Then what's to eat?" the omnivorous Assyrian asked.

"Instant soup," the Pilot answered irascibly. "Green pea, chicken with rice, and broccoli with cheese. I've mixed them all together." I suggest the reader try this combination sometime for a really ugly experience. However, as a measure of the extent of our hunger, there were no complaints from the crew. They retired with this dunnage in their stomachs and slept with tranquil solemnity.

Next day I brought the anchor back to the cockpit so I could heave it over from there, anticipating trouble. Then we sailed for Damariscove through thick fog and gusty winds. When we came to an island and tried to enter the harbor a lobsterman came out of the fog and asked what I thought I was doing.

"Entering Damariscove," I informed him, "Dammed if you will, there ain't no harbor there, and that ain't Damariscove. It's Outer Heron Island." He chuckled. "Damariscove is more westerly."

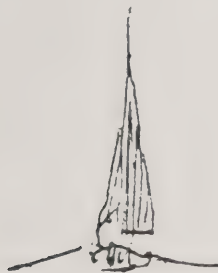
We sailed on and came to another island. Coasting along its shore we found an opening and sailed in to where we thought, again, the harbor should be. The fog lifted just as we dropped the anchor. Miraculously we were in the inner harbor of Damariscove.

We rafted ashore and walked about the old abandoned fishing station. The wind blew unimpeded over the bleak and barren hills. It was truly beautiful to the eye like a desert or a mountain top but just as fearfully unlivable. The temperature dropped to 50 degrees that night and the wind blew waves into the narrow harbor



and bounced the boat and it's weary occupants about all through the night.

Next day at sunrise, under a clear sky, we rowed out onto a flat sea toward Monhegan. The Pilot worried about our destination. "Will there be moorings at Monhegan?" the Pilot asked, "because I've been told that it is not advisable to anchor."



FLAT SEA -

"We'll find a mooring," I assured him without knowing a thing about the island. The sea and sky were aflame with the setting sun while Monhegan disappeared and reappeared in the sea fog. We entered Monhegan harbor and tied up to one of three red guest moorings beneath the great hotel.

We breakfasted next morning, showered and washed clothes. Then we hiked the trails through the forest to the spectacular eastern shore where high rocky cliffs faced an unbroken horizon.



CLIFFS

Returning, the Artist insisted on taking us to visit the resident painter. "We were students together," he explained, "we both were exceptional students in the school and great things were expected of both of us. He went on with single mindedness to establish himself in the world of art while I became lost in experimentation and indecisiveness," the artist said apologetically. "Here I stand before you at the end of a long and unproductive life."

The resident artist was overjoyed to see him. He offered us food and drink and reminisced on old school memories. A long discussion on art ensued, "Society will only tolerate what it wants at the moment. All else is ignored," I heard them complain. "It worships dead cultures and does not provide fertile ground for living inspiration to grow."

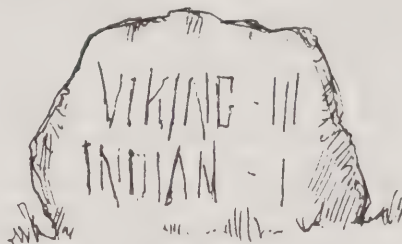
I left them struggling with the muse and visited the lighthouse museum where in my distraction I left my backpack. When I returned I found the bag outside the door. Later I left the bag outside a coffee shop and next morning found it again. The wayward bag played hide



MUSEUM

and seek for the rest of our stay on the island. But since it was apparent that nothing moved on the island it was always found much to it's chagrin.

We paddled to Manana island to see the runic writings, vertical scratches on the face of a rock made by Vikings. The locals say they are game scores. Vikings 3—Indians 1.

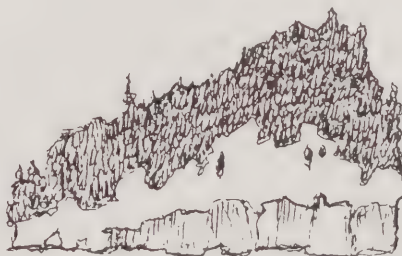


RUNIC

"The weather was terrible before you came," we were told by a local.

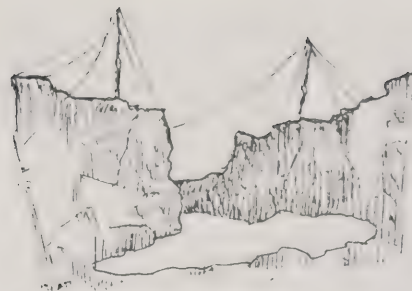
"We brought the good weather and we'll take the good weather with us when we leave," the Pilot told the local.

We sailed with the morning sunrise, making course for Tenants Harbor. Wary of fog the Pilot insisted on charting a course that took us close to islands and markers along the way. So we passed Allen's Island and Burnt island, old Culley ledge, the Brothers and Mosquito Island, then between Southern and Northern Islands to enter Tenants Harbor on a flooding tide. We regarded the boat to be our home now and preferred staying aboard.



BURNT ISLAND -

The next day being Sunday we awoke to rain and strong wind, small craft warnings again. Not a boat had left the harbor. The Pilot advised us to stay also. We were confined to boat most of the day till we got a ride to shore from a passing boat. We walked to the local quarry which was the only attraction the town offered. There the bones of Mother Earth were dug up to make our silly buildings and monuments. All the evidence of early explorers must have been quarried away. Inscriptions telling that Ships of Tarsus landed here. Carthaginians, Phoenecians, perhaps Egyptians. St. Columbo followed by Saint Brendan. All the inscriptions are gone leaving a hole in the ground. Do we intentionally hide our past? It seems so, since we've destroyed every evidence of it.



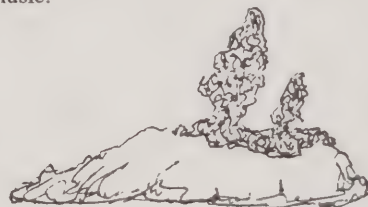
QUARRY

Back on the boat we settled in for the night. I missed the classical music on the radio, It rained during the night providing a pleasant sound to sleep by. The rain had stopped by daylight but the sky remained overcast. We were away at 9:00 to Rockland 13 miles distant with a tide favorably flooding eastward till 4:00.



WHITE HEAD LIGHT

We were closehailed on a starboard tack for 2 miles, then we sailed more freely to Whitehead Island Light. The strong tidal current earned us extra knots as we broad reached Muscle Ridge Channel. Many large boats were motoring in the opposite direction to us, fighting both tide and wind. Poor devils. We soon passed Otter Island and Owls Head Light to anchor in Rockland Harbor by the public ramp. It rained again that night giving me less reason to miss classical music.



MUSCLE RIDGE

(To Be Continued)

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## BACKGROUND

World War II was over and the summer of 1946 was approaching. The ravages of wartime neglect had been fatal to all the row-boats, the log canoe had been sold, and summer prospects looked bleak indeed. For the first time in perhaps three centuries there was not a family boat on East River.

My brother, Walter Scott, had taken some rough measurements off a neighbors 13 foot lapstrake skiff. She was a professionally built beauty and had been the dinghy for one of the small schooners or bugeyes on East River. She looked ever more appealing, but her construction was of a class far beyond our meager skills. And she traveled only by oars. We needed, or had convinced ourselves that we needed, a power boat.

Just back from the Gen. George S. Patton Conducted Foot Tour of Europe with the 89th Infantry Division and getting ready to go off to college, I had no ready cash. Walter Scott, just out of high school, had even less. But the coming summer loomed over the horizon and something had to be done. Our pooled cash came to \$25. We had watched and helped Dad build skiffs, and we had observed many others around MobJack Bay. Confident that we knew enough to build one, we started gathering parts and materials.

## GATHERING THE MATERIALS

The first thing that came to hand was a used gasoline Briggs & Stratton washing machine engine, about 5 HP, with a foot pedal kick starter. At \$15 it was the most expensive item. It had been removed from a washing machine to be replaced with an electric motor and was in very good condition.

With the source of motive power in hand, the search for hull material began. Skiffs in our neighborhood had always, as far as we knew, been built with one plank sides of loblolly pine. The bottom was cut perfectly straight from stem to tuck up so that she would keep her bow in for sculling. A search of sources for cheap lumber did not bring to light any planks wide enough. However, a pile of 1"x8"x14" weatherboarding left over from a house construction project could be had for free. At that price, the transaction was quickly closed, and the planks went home strapped under the tractor, a cut down 1932 Chevrolet.

The other \$10 in the capital account went for a 3 foot length of brass rod, a 2-1/2"x8" piece of 1/8" flat brass for the propeller, a 2" piece of 1-1/4" brass shaft to make the propeller nuts, and a 3" length of cotton reinforced rubber hose, with clamps, for the universal joint.

The missing pieces of hull structure and fittings came from used lumber piles, the firewood pile and the buckets of used nails, screws and other things that sat in the corners of everyone's barns and wood sheds in those days.

## BUILDING THE HULL

Having no knowledge of lapstrake boat construction techniques and knowing "spiling" only as something that happened to hams that were not properly salted and smoked, we set to work to build the boat.

The 14-foot length of the weatherboard planks available was close enough to the 13 foot plus length of the neighbor's skiff to use her as a model. A midship section pattern was cut from a piece of scrap lumber to match the inside dimensions of the model; a pattern of her transom was made; the size, slope and waterplane angle of her stem and the angle of slope of her transom noted. Two more section patterns were cut from scrap, one at the break between the flat bottom and the tuckup and one about halfway

# The \$25 "William Scott"

By William Hunley

between the midship section and the stem.

Two weatherboards were tacked together to become the garboards, the angle of the stem laid off on one end and cut, and the distance from the stem end to the beginning of the tuckup laid off. The tuckup was laid out to leave enough plank width at the transom to set a couple of fastenings into the transom.

Then a point about 2/3rds the way from the stem to the beginning of the tuckup and 1-1/2" up from the bottom edge was connected with straight lines to the bottom edge at the stem end and to the beginning of the tuck up. The plank below this line and below the line of the tuckup was sawed out of the two garboards.

With the garboards cut to shape, two saw-mill strips from the woodpile (edging strips removed by the sawyer to straighten the edges of planks) were planed down to about 1"x3" and clamped to the inside lower edges of the garboards, overlapping enough to allow the bottom edge of chine strip and garboard to be planed to a solid face after the sides were flared. The chine strips were cut and spliced at the break of the tuckup where the abrupt change of direction could not be bent into the strip.

The stem was hewn out of a piece of used 4"x4" pine with the hatchet, bringing the two faces of the "V" to the angle taken from the model (neighbor's skiff). The garboards were then nailed to the stem, carefully aligned so that the stem stood straight up in the centerline plane when the garboards rested on level ground. The section moulds were then notched to accommodate the chine strips, spaced to their appropriate positions between the garboards and tacked temporarily in place with nails through the garboards.

The garboards were drawn together at the stem with a Spanish windlass (rope tied around the aft end of the garboards and twisted with a hammer handle inserted between the upper and lower ropes) as each successive section mould was fastened in place. Then the transom was cut to shape from a wide piece of 1" pine board, the spanish windlass tightened to bring the garboard ends against the transom (which was set at the same angle as that on the model) and the ends of the garboards nailed to the transom. The ends of the chine strips had to be trimmed to accommodate the transom and the stem when each was installed.

Three more stakes of weather boarding were then fastened in place, each overlapping the next lower plank by 1", with tapered laps at each end to bring the thickness to that of a single plank at the stem and transom. The laps were fastened with screws at 6" intervals after being luted with heavy oil paint. Note that all the planks were straight with parallel edges just as they were sawn. However, if you have followed along as though building one for yourself, you will notice that the hull now has a beautiful sheer line due to the combination of bend and flare of the planks.

The hull was then turned bottom up and leveled up on a pair of long sawhorses. The garboards, chine strips, transom and stem were planed off to solid edges in the plane of the bottom, using a straightedge across both sides to check for the true plane of the bottom. The bottom was cross planked, using the same weatherboarding, letting the ends of each plank project

a little over the sides and spacing the planks the thickness of the hand saw blade apart to allow for swelling in the water. Plank ends were bedded to the chines with a strand of heavy cotton twine and plenty of heavy oil paint. When the planks were all on, the ends were sawn off following the contour and angle of the garboard plank. A few passes with medium sandpaper on a block rounded off the corner at the chine to keep the plank ends from splintering.

A skeg made from 2" thick pine was fitted on the centerline on the tuckup, and a 1"x4" pine keelson was notched to fit over the skeg back to the transom and clench nailed to the bottom on the outside on the centerline. Both keelson and skeg were heavily luted with thick oil paint (the scum in the bottom of the bucket) and fastened with care to avoid having nails in the area that was to become the shaft hole. Shaping the ends of the keelson to match the stem and the transom completed the bottom.

The hull was then turned upright and 1"x2" strips bent around the sheer for gunwales (rubrails) and fastened to the sheer strake. Straight 3/4"x1-1/2" frames were cut and fastened through the plank laps, chine strips and gunwales at two foot intervals from bow to stern. They were cut off flush with the sheer and square to the sheer strake. 3/4"x1-1/2" strips were bent inside the frames for inwales, and others at the height of the underside of the seats for seat risers. Screws into each frame through gunwale, inwale and seat riser held it all together. Seats and stem sheets were made from 3/4" pine scrounged from scrap piles and we were ready for the real challenge, installing the engine, shaft and propeller.

An approximate location for the engine was chosen and wedges made from pine to support the engine in a position that aimed the shaft at an angle estimated to penetrate the skeg at the center of its aft face. A 7/8" auger bit and a borrowed extension were chucked in the hand brace and the lead screw started in the center of the aft face of the skeg. With one of us sighting the run of the auger and the other turning the crank we bored the shaft alley in to meet the line of the engine shaft. As would be expected, the angle of the shaft hole was not quite the same as the initial angle of the engine shaft, and the shaft hole did not come out exactly on centerline inside the boat.

"Nemmine" (never mind), we said. A piece of straight rod or pipe (I forget which) was placed in the shaft hole and wrapped with string at the entrance and exit holes, the string stuffed into the shaft hole to keep the rod centered. The engine was then shifted and shimmed around until the shaft aligned pretty closely with the rod through the shaft hole. Measurements were taken and engine bearers made from pieces of 2"x4" (we used mill strips, of course) to span 4 or 5 bottom planks and hold the engine in position aligned with the shaft hole. Holes were bored to take the four engine mounting carriage bolts passed through from the bottom with two or three turns of oil-paint soaked cotton twine wrapped just below the square of the head. The engine bearers were bolted in the 19 previously marked places with carriage bolts up through the bottom planks and the engine bolted in place.

## MAKING THE SHAFT & PROPELLER

Measurement through the shaft hole from the face of the engine shaft to the aft end of the skeg showed that a 3 foot piece of shafting was needed to put the shaft end outside the skeg far enough to allow for about 1" clearance between an 8 inch diameter propeller and the bottom of the boat.

One end of the brass shaft was threaded for



about 2" with a 3/4" die to take the propeller. The piece of 1-1/4" rod was bored lengthwise with the tap drill for the 3/4" threads on the rod and threaded full length with a 3/4" tap to match. It was cut squarely in half to form two nuts. One was screwed onto the shaft all the way and tightened up well with a pipe wrench.

The propeller was cut from the 1/8"x2-1/2" brass, which was drilled 3/4" first at the center, and the propeller outline drawn on the brass, sawn to shape and filed to smooth contours with edges rounded. The brass was clamped in the vise and the outer ends twisted with the pipe wrench to what looked like about a 10" pitch. Both ends had to be as nearly the same as possible. The propeller was put on the threaded end of the shaft and the second nut tightened down against it with the pipe wrench. The ends of the nuts were filed to a rounded contour.

#### SHAFT BEARING & STUFFING BOX

An inboard shaft bearing and thrust bearing were needed to support the inner end of the shaft and take the propeller thrust. A stuffing box was also needed to seal the shaft entrance into the skeg. Since these items in manufactured form were also foreign to our fiscal situation, we gathered materials to make our own. The rubber heel from a fisherman's boot was clamped tightly between two pieces of sturdy plank to spread it slightly and bored through the center with a 3/4" auger bit. The resulting hole was a tight fit on the 3/4" shaft. The heel was slipped onto the shaft, flat side forward, and the shaft reinserted into the shaft hole through the skeg and run in until it touched the engine shaft. The shaft was centered in the hole in the skeg, the front end taped in line with the engine shaft, and the boot heel coated liberally with thick paint and nailed securely to the aft end of the skeg. Enough nails were used to hold it watertight when the paint "lutin" set up.

With the shaft aligned with the engine shaft and the "stuffing box" in place, the inboard shaft bearing was constructed. A block of oak was cut 4" long and big enough to extend a minimum of one inch above the top of the shaft when the block was resting on the bottom of the boat about 4" aft of the engine shaft. The block was set alongside the shaft and the top and bottom lines of the shaft marked on one side of the block. These lines were then extended completely around the block, the center of the area between the lines located on one end, and a 1" hole bored through the block at the angle of the shaft line. The block was sawn in two horizontally along the center line of the hole just bored. The hole in the block was relieved by chiseling in both halves, leaving the ends uncut to fit fairly tight around the shaft. A few shallow 1/4" holes were bored in the block in the area just chiseled out to form keys to hold a poured babbit metal bearing.

The block was placed in position around the shaft and four bolt holes bored through the block and through the bottom of the boat. The bolts were passed up through the bottom (paint soaked string around the bolts under the heads), through both pieces of the bearing block, and tightened up to seat the heads in the bottom planks. The top of the block was removed, the part of the shaft passing through the block heavily smoked with a candle, and cotton store string wrapped in turns about 1/2" apart for the length of the block and back, leaving criss-crossed wraps of string to form grease channels in the poured bearing.

A 3/4" hole was bored through the center of the top piece of the block into the center on the shaft channel. Two pieces of heavy paper were placed on the bottom block with edges against

the shaft to divide the bearing into top and bottom halves when poured. The top block was put in place and bolted down against the bottom block, clamping the paper in place. The shaft thrust collar was slid forward against the aft end of the bearing block and the set screw set up snug. Heavy cotton string was wound around the shaft at the forward end of the bearing block to form a dam for pouring the babbit, and more wrapped around the thrust collar against the aft end of the bearing block.

Babbitt metal (which can be melted out of old machinery bearings or bought from machinery supply stores, we used the first method) was heated to a bit above the melting temperature to make it very fluid, poured through the hole in the top block until it overflowed, and topped up to keep the hole full as the metal cooled and solidified within the block. When the top block was removed (it took a little prying to break the thin threads of babbit where the metal poured in between the shaft and the edges of the paper separators) a nicely filled babbit bearing had formed with a flat face at the aft end to take the thrust from the thrust collar.

A hole was bored down through the center of the babbit slug in the hole through the top block to admit grease or oil to the bearing. We had a grease cup salvaged from an old piece of farm machinery which we screwed into the hole to make greasing the bearing sure and convenient. The shaft was worked back clear of the bearing and the string pulled out of the grooves in the babbit. The edges of the babbit along the faces of the top and bottom blocks were dressed with a file to clean up the roughness and the top block replaced with shims of the same paper in place. Two shims were used to assure a little clearance when the top block was bolted down tight.

#### OUTBOARD SHAFT STRUT

Since the shaft projected from the end of the skeg too far to be left unsupported, an outboard strut was needed. No manufactured strut was within striking distance of our budget, so we found a piece of 1/4" x 3/4" steel bar in a scrap collection and made one. The bend around the shaft for the outboard shaft bearing was too tight to be bent cold, so the center on the bar was heated to a red heat in a wood fire in a metal 5 gallon paint can, then bent to the approximate shape required around a Model "T" Ford crank. Any strong round steel bar (or the vise handle) would do. With the bearing loop bent into place, the legs of the bar were bent outward in a "V" shape and feet about two inches long were bent on the ends of the legs to bolt to the bottom of the boat. The shaft was passed through the loop in the strut until the end came up against the engine shaft and the position of the strut adjusted until the shaft was centered in the loop and the loop was against the forward propeller nut.

After bolting the strut in position with bolts through the bottom plank (plenty of thick paint in the bolt holes, two/three turns of paint soaked string around the bolts under the washers inside) the shaft was backed out about three times the width of the strut loop. The shaft was heavily coated with soot from a candle all around, wrapped with cotton string forward and back, and slipped back in until the area covered with string and soot was centered in the loop of the strut. More heavy cotton string was wrapped around the shaft forward and aft of the strut to close the opening between the shaft and the strut.

A small lump of babbit metal was melted in a ladle and poured, through a hole bored for the purpose, into the space inside the strut loop surrounding the shaft. After the babbit metal

had cooled, the string dams at the ends of the strut loop were unwound, the shaft and new babbit bearing oiled copiously, and the shaft worked out of the bearing. The string wound criss-cross in the babbit metal was pulled out, leaving lubrication channels for the water that would lubricate the outboard bearing underway.

#### CONNECTING UP THE ENGINE

The shaft was reinserted through the strut bearing, the boot heel stuffing box and the shaft hole. The thrust collar was slipped over the end of the shaft and the shaft inserted through the inboard shaft bearing. The 3" piece of 3/4" steam hose was slipped over the end of the engine shaft and the end of the propeller shaft, coupling them together with a small space between them. A hose clamp was tightened over the ends of the hose on the engine shaft and on the prop shaft. The shaft thrust collar was moved forward tight against the end of the inboard shaft bearing and the set screw set up tight.

#### SEA TRIALS

Everything was ready for sea trials except that the bottom planks needed to soak for about three days to swell the seams tight. Not being able to forestall the first cruise for that long, we resorted to a field expedient: home-made lye soap. Mom always made her own, and there was a bar handy. Slightly softened by the recent washday use, it was easily rubbed into the open bottom seams. As everyone already knows, brown laundry soap is almost as insoluble in salt water as some of the more modern flexible seam goops. With the seams well soaped, we carried "William Scott" out on the pier, dropped her in, climbed in and were off, leaving a faint trail of bubbles. As the bottom planks swelled and the seams tightened, the soap was squeezed out and washed away. Being biodegradable, it left no trace.

#### FINIS

That being my summer of recuperation from the Big War, I spent many happy days on East River in "William Scott". We felt not a twinge of embarrassment at having named our boat after ourselves, we were too proud of having built it.

I can still see the beauty of the moonlight on our crossing wakes as we ran swirls and scrolls on the glassy calm of an August night. I can still feel, too, the thrill of running before the sea the night that we went too far downriver in a rising wind and couldn't turn around when the time came. We had to run before the sea and into the old tidemill run on the MobJack side to turn around inside. Running upriver into the sea she did just fine, riding the crests and shipping no water.

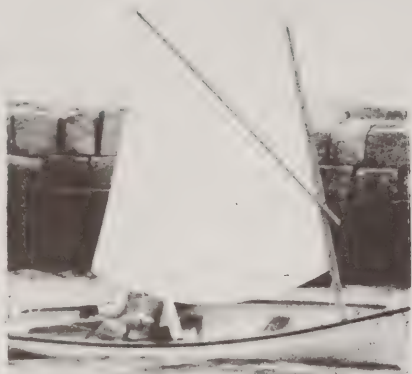
Our powerplant worked very well. The steam hose universal joint had to be replaced once that I can recall during the years that we used her. The sheet brass propeller drove her well at about 5 miles per hour. The engine always started easily when cranked with its Model "T" brake lever brazed to the kick starter pedal. Using the kick starter pedal was out of the question. It would have required standing up and stomping hard on the pedal. "William Scott" was too light for that.

I left for college in the fall and thereafter used "William Scott" only infrequently on all too scattered visits home. Walter Scott used her for a while, but he soon left for his hitch in the Marines, and neither of us had many opportunities to get back to East River. Time took its toll, and when we had time to get back to her in the mid-fifties it was too late.

After all the fun we had, I think she died of loneliness.



# What You Are Building

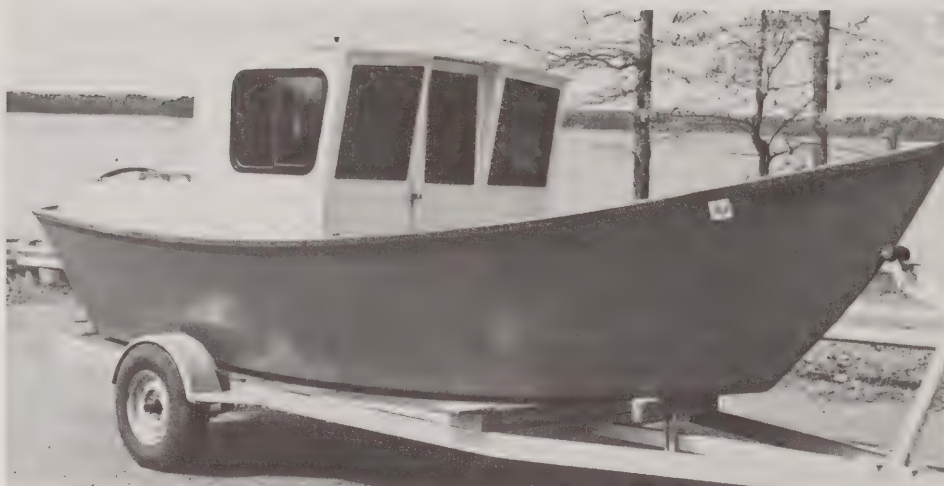


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### THE "GOOD SPORT" BOAT

Here is the 18' dory camp cruiser my husband Karl built from plans supplied by Tracy O'Brien of Chehalis, Washington. He began construction in September, 1991, and completed it in March, 1993. The pilothouse and sleeping quarters were designed by us because as we get older we're less able to cope with open, leaky

accommodations. We plan to trailer the boat to explore and camp cruise protected waterways and lakes.

This boat was the subject of a short article of mine published in the January 15th issue, "The Good Sport".

Eugenia James, P.O. Box 405, Winnsboro, TX 75494.

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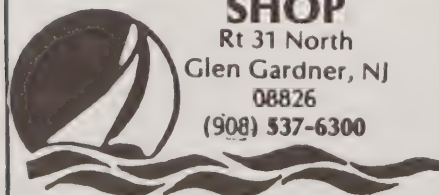
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### WHAT TO DO WITH AN OLD SUNFISH RIG?

Yes, what do you do with your old Sunfish rig? One answer is in this picture of my son Abe in our 15-1/2' Bolger Featherwind "Swallowtail" sailing in Townshend, Vermont last fall.

The hull and leeboard are as drawn except

for the chines, which we put inside. The rudder is from a Sandpiper and the patches on the leech are courtesy of the previous owner's puppy.

While agonizing over what paint to put on the epoxied surfaces, we got some good advice from Tony Dias of MDC; put perfection off to some later project, get this one into the water and have fun. Up to four of us have had fun at one time, as it takes another 575 pounds to reach the waterline.

The paint we used was Tru Value exterior polyurethane over two coats of BIN white shellac. Although it took a couple of weeks to harden through, it has proven quite durable through a season of trailer sailing.

Carl Noe, Rt. 2 Box 1420, Putney, VT 05346.



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## A CONTINUING SAGA

Just finished my fourth class for the Wooden Boat School here in my shop in Sarasota, with seven students building six Wee Lassies. By using the cove and bead system and having everything ready to go at the start in my own shop with all my own tools, all the students were able to complete the basic boats in the two weeks, only the varnishing remained to be done when they headed home. Their seats were all hand caned and their paddles made. One student was able to ship her boat home to Seattle as

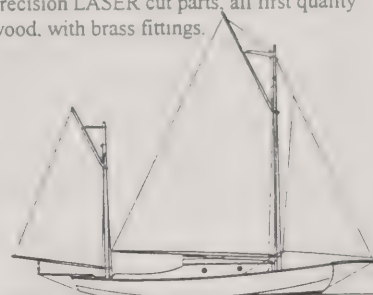
excess baggage on the plane she flew home on. It has been gratifying to have met so many good people through building my little canoes, conducting these classes and publishing my little newsletter.

Right now I have four boats under construction; a Wee Lassie, a Princess type sailing canoe, a 16' rowing shell and a 17' square stern canoe. Work has been steady, as I finish a boat I seem to get an order for another.

Mac McCarthy, Feather Canoes, 3080 N. Washington Blvd., Sarasota, FL 34234.



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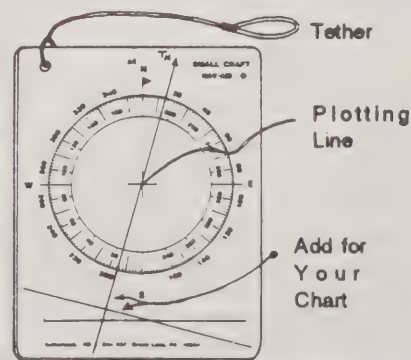
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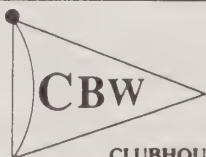
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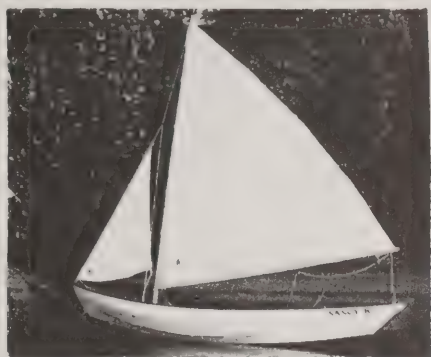


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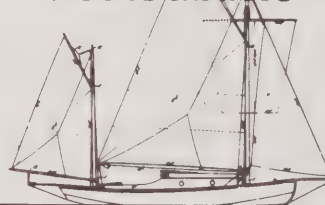
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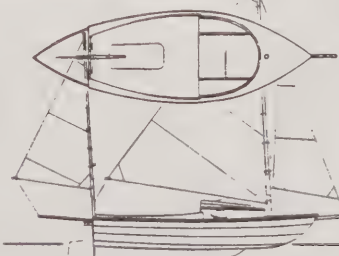
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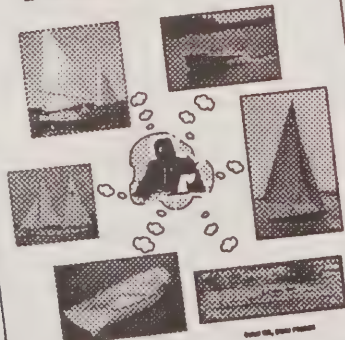
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# Bolger On Design

## International 14 Rig Conversion

Vagn Worm had a Bruce Kirby Mark III International 14-Foot racing dinghy which had been outbuilt. This boat was designed before the Fourteens got as kinky as they later did; it was a nice shape as would be expected of Kirby, but it was demanding and strenuous to sail, not suitable for casual single-handing.

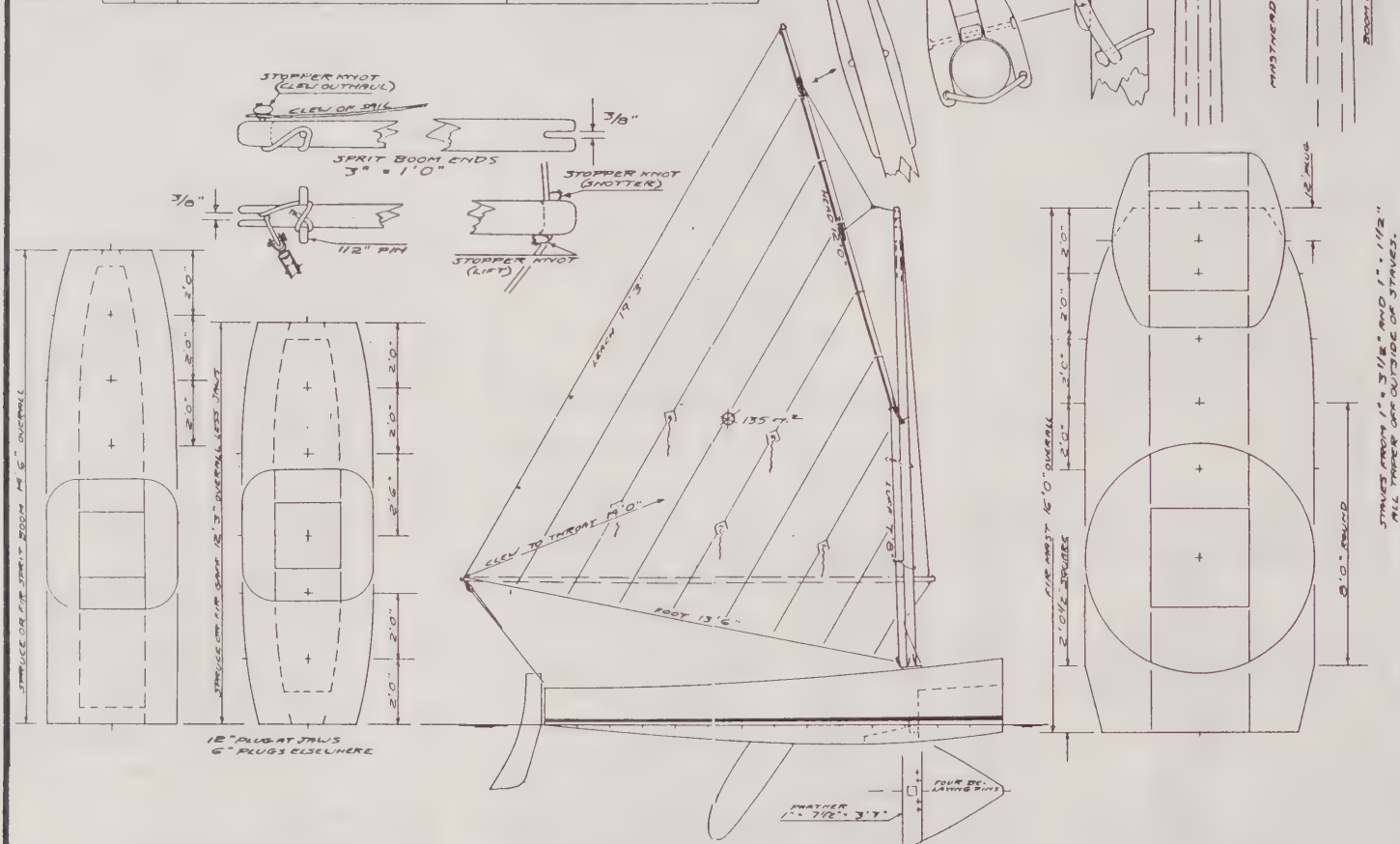
The gaff cat rig has a little more area than the racing rig, but set much lower and much simpler to handle. It has a lot less windage, especially when it's reefed. This boat can be left

on a mooring without much risk of being blown over in a squall. The sail is kept well aft to sail with the centerboard partly raised (that is, swung aft), to get more use out of the flats of Barnegat Bay.

I drew this a good many years ago, and would now arrange the sheet and snorter differently; the latter through a block on a parrel instead of around the mast, and the former to a boomkin to avoid fouling a bight on the rudder in a jibe.

RUNNING RIGGING (BOAT HAS NO STANDING RIGGING) ALL DACKRON

	DRUM LINE	STANDING RIGGING	FALL
SHEET	7/6	35'	EYE IN TRANSOM PORT SIDE - THROUGH BOOM BLOCK AND BLOCK ON TRANSOM STARBOARD SIDE - AROUND MAST TO BELAYING PIN ON PARTNER.
SNORTER	1/4"	5'	CAUGHT WITH STOPPER KNOT IN BOOM HEEL SLOT. KNOT UNDER BOOM HEEL SLOT. KNOT UNDER BOOM HEEL SLOT. KNOT UNDER BOOM HEEL SLOT.
TACK LIFT	1/4"	2'	KNOT IN TACK GROMMET. UNDER PARTNER TO DELAYING PIN.
TWOFT HAL-YARD SPAN	1/4"	11'	KNOT ON AFTER SIDE OF MASTHEAD. KNOT UNDER BOOM HEEL SLOT. SNEAVE TO PARTNER PIN.
SPRIT	1/4"	20'	KNOT UNDER GAFF HEEL. THROUGH MASTHEAD DUMB SNEAVE TO PARTNER PIN.
PEAK HAL-YARD	1/4"	6'6"	SPLIKED AROUND GAFF. ENDS ALIKE.
CLEW TAIL	1/4"	31'	SPLIKED AROUND THIMBLE ON SPAN. THROUGH MASTHEAD DUMB SNEAVE TO PARTNER PIN.
	1/4"	1'6"	KNOT OUTSIDE CLEW GROMMET. THROUGH SLOT TO BOOM PIN.



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# Classified Marketplace

## FOR SALE

**RESTORATION PROJECTS.** 16' Chestnut Prospector, canvas okay, varnish needs some touching up, has several cracked ribs that distort hull and nd replacing. Rest of wood gd, could be used as is. \$375. 14' Rangeley Lake Boat, wineglass transom, nds work on gunwales & refinishing inside. \$350. 16' Piscataqua River Wherry blt new 3 yrs ago, a gd fast traditional rowboat, gd shape. \$1,200. 15' Sebago Lake Boat, strip planked, nds gunwales, deck & plank work. Free to gd home, restorable. 16' Adirondack guideboat, rough shape. \$90. 16' Gerrish wd/canvas canoe, rough shape, hogged bottom, missing section of inwales. \$50.

KEVIN MARTIN, Box 441 RFD 1, Epping, NH 03042, (603) 679-5153. (2)

15' HASELTON/KAULBACK ADIRONDACK GUIDEBOAT, FG & Kevlar, caned seats, mahogany trim, 9' oars. \$800.

ROBERT WHITE, Hanson, MA, (617) 293-6755. (2)

16' SWAMPSCOTT DORY, John Gardner design, mahogany deck & sheer, FG bottom & CB, epoxy fastened. Trlr + extras. \$2,950 negotiable or free to tax exempt organization. Located in Guilford, CT.

MARTIN HIRD, New York, NY, (212) 874-6742 or (203) 453-9497. (2)

PENN YAN KINGFISHER CANOE, 1949 serial number, composite construction, exc cond. Photos & catalog specs available. \$1,800

M. O'CONNELL, 34 Beechwood Rd., New Hartford, NY 13413, (315) 735-2673 aft 6pm. (2P)

18' FG SLOOP, fully equipped for cruising w/new trlr. She has cruised a lot and been beloved by her owner & family. She is an original "Shark" cruiser blt in Denmark & designed locally. Aluminum spars, gd sails. Price negotiable, call for details any eve.

DOUGLAS BUCHANAN, Andover, MA, (508) 474-0332. (2)

NIMBLE 20, double ended yawl, foam core hull, 1 ft draft, long list of options, 4-stroke engine, trlr, cover. Cruise ready. Must sell, any reasonable offer.

DOUG BACON, Woodstock Valley, CT, (203) 974-3505, lv message. (2)

GOOD LITTLE SKIFF?, Culler designed flat bottom rowing skiff. Cedar on oak, vy light on water. New May '92. Used vy little. Perfect. Culler oars. Trlr incl. \$1,250.

BILL EVERETT, Monroe, NH, (603) 638-2370. (2)

1990 ALDEN OCEAN SHELL DOUBLE, w/2 Oarmasters & 2 pr Deltor oars. Used vy little, immaculate. \$2,100.

TED BAILEY, 414 Main St., Amesbury, MA 01913, (508) 388-9255. (2)



36' KULAS CUSTOM SPORT FISHERMAN. Blt 1963. Twin Detroit 6V53 diesels (1978). 400 gal fuel. Massively constructed Jersey Sea Skiff designed for offshore. Raritan head, Bennett trim planes, fighting chair. Slps 5. Vy little dry rot in the usual places. Hull vy sound. Engines-? \$3,500.

KEN ROBERTS, RD 3 Box 2131, Lafayette, NJ 07848, (201) 383-9444. (2)

16' LINCOLN CANOE, exc cond. \$350.

FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312. (2)

CLASSIFIED ADS ARE FREE TO SUBSCRIBERS FOR PERSONALLY OWNED BOAT RELATED ITEMS. EACH AD WILL AUTOMATICALLY APPEAR IN TWO CONSECUTIVE ISSUES. FURTHER PUBLICATION OF ANY AD MAY BE HAD ON REQUEST. A ONE-TIME CHARGE OF \$8 WILL BE MADE FOR ANY PHOTOGRAPH INCLUDED WITH ANY AD TO COVER THE COST TO US OF THE NECESSARY HALFTONE. NON-SUBSCRIBERS AND BUSINESSES MAY PURCHASE CLASSIFIED ADS AT \$.10 PER WORD PER ISSUE. TO ASSURE ACCURACY PLEASE TYPE OR CLEARLY PRINT AD COPY. MAIL TO 'BOATS', 29 BURLEY ST., WENHAM, MA 01984. PLEASE NO TELEPHONED ADS.

MAINE COAST COTTAGE. Spruce Head, on wooded point on tidal cove. Sweeping view from SE to NW of harbor w/lobster boats, of islands and of typical Maine village across cove. In the eye of cooling SW wind. 2BR LR DR K B. Slps 4. Franklin stove & elec heat. Reel mooring for small sail or row boat. Sail, row or paddle Seal Harbor & Penobscot Bay. Choose protected or open water. Open wks: Spring: 6/19-6/28 & 6/28-7/3. Rent \$435/wk., \$780/2wks. Summer: 7/3-7/10 & 7/10-7/17. Rent \$535/wk, \$965/2wks.

FRANK O'BRIEN, Roslindale, MA, (617) 323-4759. (2)

12' ALUMINUM BOAT w/trlr. Old but serviceable. First \$275 takes it.

E. HALL, P.O. Box 74, Gorham, ME 04038, (207) 642-2297. (2)



CIRCA 1910 LAUNCH. Cedar strip construction, 16', cockpit coaming. Maker unknown. Nds restoration, especially deck. Without engine \$500. 3 engines available. Write for details, photos.

HERBERT LEDERER, 198 Michaux Rd., Riverside, IL 60546. (2)

12' 6" O'DAY WIDGEON SAILBOAT w/ Highlander trlr, new mast tabernacle, running rigging & Schaeffer blocks. Asking \$850.

JOHN KARRER, Taunton, MA, (508) 822-1314. (2)

22' S-2 6.9 SLOOP. This is a vy high quality boat w/ Kenyon spars, Harken blocks, Lewmar winches & Doyle sails, w/trlr & 5hp Tohatsu OB. Well equipped and in exc cond. It has a 770lb drop keel for deep water or shoal draft cruising. \$6,000 or trade for gd power boat suitable for use in ME islands.

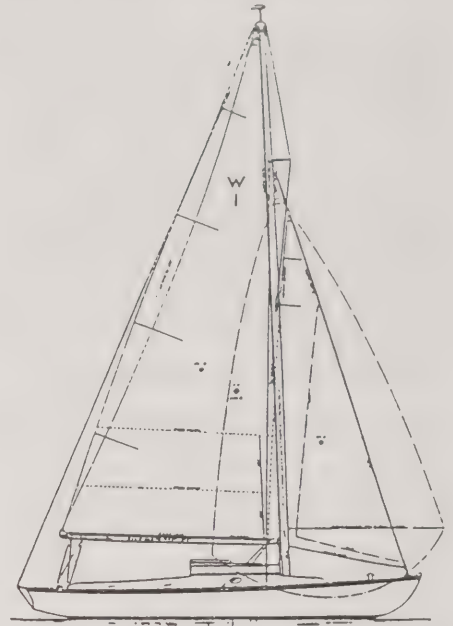
ANDREW UPDEGROVE, Marblehead, MA, (617) 631-3142 before 9:30pm. (2)

15' LOWELL SALISBURY POINT ROWING SKIFF. '81, exc cond. Cover, backrest, drainplug & trlr. Pine & mahogany fastened w/copper & bronze. Epoxy sealed garboards & bottom w/pr of bronze oarlocks. \$2,800 firm.

F. NICHOLS, Duxbury, MA, (617) 934-2418. (2)

SAILING FG PEAPOD. Boat show model, extra fancy: green hull, white sheer, double mahogany guard, mahogany seats, aluminum 2-pc mast, jib & main (stows in boat). Pete Culler pattern oars, galv trlr. All in NEW cond, lightly used in fresh water. Asking \$2,800.

RON SILLIMAN, New London, NH, (603) 526-9363. (2)



24' WINSLOW CLASS W SLOOP in vy gd cond. 201 sq ft main in vy gd cond. 84 sq ft jib in gd cond. Small cabin has sitting hdrm w/2 transoms 6' long. \$2,900. ED GREENE, P.O. Box 1482, Duxbury, MA 02331, (617) 934-2909. (2)

DOUBLE PADDLE CANOE. Modified Glen L Rob Roy, mahogany & cedar, approx 35lbs. Varnished, vy nice. Great paddler.. Asking \$275.

RON SILLIMAN, New London, NH, (603) 526-9363. (2)

19' OCEAN SCOUT. Center console, 115hp Merc OB. all in fine cond. Spray hood, porta pot, extras. Ready for fishing & fun. \$7,500 firm.

J. HEWETT, Vineyard Haven, MA, (508) 693-0919. (2)

15' DELAWARE DUCKER.. Rowing/sailing traditional skiff, replica of boat at Mystic Seaport. Rows, sails great. Hull is glass/polyester, deck is airex/epoxy/glass. Strong but weighs less than 90lbs. 7.5' Shaw & Tenny oars, 59 sq ft sail. \$1,300.

DON HURD, Annapolis, MD, (410) 263-5101. (2)



EXTREMELY RARE 1908 TENDER. 19', all original hrdwre, w/(optional) 1920 rebuildable Universal. Nds some new frames, cedar garboard, refinishing. Stored inside 1940-1973. Was last to go under at Stonington in 1938 hurricane. Said to be from schooner "Taarina". \$2,700 to serious restorer only.

JIM MITCHELL, Noank, CT, (203) 536-6213. (2)



**BOAT GEAR.** 3-blade prop, 14LHx12x1", exc cond. Prop shaft, bronze, 36"x1", vy gd. 16' spruce boom, vy strong hollow box constr w/bronze hrdwre. \$100.  
DARRELL STREET, Somerville, MA, (617) 628-6779. (2)

**17 RANGELEY LAKE GUIDEBOAT.** Double ended, stool seats. Gd cond, nds work on gunwales & stems. \$800.  
HOWARD'S ANTIQUES, Essex, MA, (508) 768-7282. (2)

**26' LUDERS "FISHER'S ISLAND CLASS".** 1931 prototype for later "Luders 16". Cedar plank over oak. Fair cond generally. In water & sailing. Free to someone serious about restoring this "last of the type" vessel. FULL SEA INC., Greenport, NY, (516) 734-7409 or (516) 671-1515. (2)

**26' LUDERS 16.** Molded mahogany one-design. Chafe damage to stern & topsides, some delamination. Alum spars, gd sails. \$500.  
FULL SEA INC., Greenport, NY, (516) 734-7409. (2)

**PERFECTHOUSE.** For "messaging about" on Buzzards Bay. 3BR, harbor front, sandy beach, marine railway, workshop, mooring, 2BR guest house. Boston 55 minutes.  
DANIEL BERNSTEIN, Boston, MA, (617) 482-1130 eves. (4)

**BEACH HOUSE RENTAL.** Enjoy yr own private sandy beach on warm Buzzards Bay. Spectacular view & a great place for yr boat. Private association incl free tennis, basket ball & playground. Charming 3BR house.

STEVE MASCIOLI, Edina, MN, (612) 920-7648 eves, (612) 930-6440 days. (2)

**8'x24" SECTIONAL PADDLE FLOAT.** Or snorkel board. Breaks into 2 halves so can be checked as airline luggage. Ply/epoxy/glass. Beckson hatches in each half. 30lbs. Take to the Caribbean for marathon snorkel outings. I've used it on Cinnamon Bay & Hawksnest Bay on St. John. \$100.  
DON HURD, Annapolis, MD, (410) 263-5101. (2)

**17 PIC NIC SAILBOAT.** Slps 2, roller furling jib, bronze motor mount. Nds a little touch up but not bad. \$995.  
FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312. (2)

**'69 NEWPORT 17** on trlr, fixed keel version. Chinese junk rig conversion, have marconi rig also. \$1,000 OBO.  
DON MUSANTE, Groton, CT, (203) 448-3615. (2)

**CLASSIC 17' CHARLES RIVER CANOE,** mahogany quarter decks, new canvas, exc cond. \$995.  
DOUG CHANDLER, Ashfield, MA, (413) 628-3873. (2P)

**1984 DRASCOMBE LONGBOAT,** 21' of seaworthy family sailing pleasure. Exc cond, fully equipped for coastal cruising, incl 6hp Evinrude OB and trlr. Located on Cape Cod. \$4,000.  
CHRIS SPOHR, Barnstable, MA, (508) 362-2248. (2)



**BOLGER OLDSHOE '91,** tanbark sails, locust tiller, vy nice.  
RAY SCHAEFER, Brooklyn, NY, (718) 743-9539. (2) ...PHOTO

**ROWING SHELL,** Martin Trainer w/removeable Oarmaster unit & Deltor composite oars. \$1,100.  
L. Murphy, Durham, NH, (603) 868-1809. (2)

**24' SEA WITCH KEEL SLOOP,** slps 4, galley, full head w/holding tank, VHF, DF, 4 sails, well equipped. \$1,250. Have trlr if needed for delivery. Full particulars on request.  
S. SCOTT, Pitman, NJ, (609) 582-8042. (2)

**28' PEARSON TRITON SLOOP,** FG Hull #140. 30hp IB, galley, head, RF, VHF, Ioran, DS, KM, awning. Gd cond w/many extras. \$8,500. Full particulars on request.  
S. SCOTT, Pitman, NJ, (609) 582-8042. (2)



**MELONSEED SKIFF.** "Emily B", 13'6" glued lapstrake, ash ribs & floors, mahogany trim. Hatch, boom tent, many extras. Bristol. Shown @ Newport '92. On cover of "MAIB" Dec. '90. \$4,000 OBO  
O'CONNELL'S WOODEN BOAT SHOP, Marc Barto, Smithsburg, MD, (301) 293-2540 (shop), (301) 293-1169 (home). (2)

**16' SWAMPSCOTT DORY.** Trlr, boat cover, oars, 4hp Johnson long shaft. Blt at Lowell's Boat Shop. Dry, safe, dependable. \$2,500.  
DON PIGEON, Merrimac, MA, (508) 346-8479. (2)

**10-1/2' SKIFF.** Marine ply, FG seams & bottom, oars. No leaks, better than any 8' dinghy. \$400.  
DON PIGEON, Merrimac, MA, (508) 346-8479. (2)

**22' CAPE COD CATBOAT.** FG, fully equipped for coastal cruising. Slps 4 in full hdm cabin w/enclosed head. Cabin heating stove, table & cockpit awning make this a vy comfortable boat. New sail & engine overhaul last season. Westerbeke diesel, VHF, depth sounder, speed log, Bruce anchor w/Danforth backup. FRED WALES, Manchester, MA, (508) 526-7396. (2)

**BOAT ACCESSORIES.** Honda 10hp 4-stroke OB, early 80's, gd cond, quiet, gas efficient, no smoke, \$890 firm. Zodiac/Metzler 9' inflatable w/inflatable floorboards, wood transom, hypalon coating, \$450. Mooring ball & chain, \$75. Ohigo Heat Pal, new, w/2gal fuel, \$75. Boat loader ladder, \$25. Solar panel to charge 12v battery, never used, \$99.  
FRANK CLOUSE, Worcester, MA, (508) 791-4766. (2)

**12' PENN YAN CARTOPPER.** 62lbs, not a "10" but vy nice. Fresh paint & varnish. Asking \$875.  
RON SILLIMAN, New London, NH, (603) 526-9363. (2)

**"OUT YOUR BACKDOOR."** Like "Messing About in Boats" & "Rolling Stone" blended together (shaken, not stirred). A friendly, snappy magazine aperitif to whet your wild whistle. "A sort of "Prairie Home Companion" for the true doer." (Woody). "Whimsical." (Bob). \$8 sub. Contributor contest \$5's. "OUT YOUR BACK DOOR" 4586 Meridian Rd., Williamston, MI 48895. (TFP)

**4HP EVINRUDE.** 2-cyl normal shaft, fwd & neutral gears. Saddle tank. Purchased new as 1990 leftover but used only 3 hrs to date. \$575.  
DAVE HOWES, Carlisle, MA, (508) 369-5798 (lv message). (2)



**12' SAILING DORY,** ca. 1920 by True, Amesbury, MA. Lively sailer, exc cond, new sails & hrdwre. Available June in Rangeley, ME. \$1,000  
RICHARD KNIGHT, 321 Burning Tree Dr., Naples, FL 33942. (2)

**CHRYSLER ENGINE.** Straight 8 flathead, no trans. \$200.  
ARTHUR DILLON, Atkinson, NH, (603) 362-6326. (2)

**WOODWORKING TOOLS.** Planer/molder w/power feed; wood lathe; router table.  
ARTHUR DILLON, Atkinson, NH, (603) 362-6326. (2)

**FL BAY BAYHEN.** 1986 gaff-cat cabin sharpie. Blue FG hull, white topsides & sail. Twin bilge boards for roomy cabin. Bimini, dodger & full canvas for cockpit. Motor well, Galv trlr. Asking \$6,000.  
ROBERT THOMAS, 220 W. Milton Rd., Ballston Spa, NY 12020, (518) 885-9769. (2)

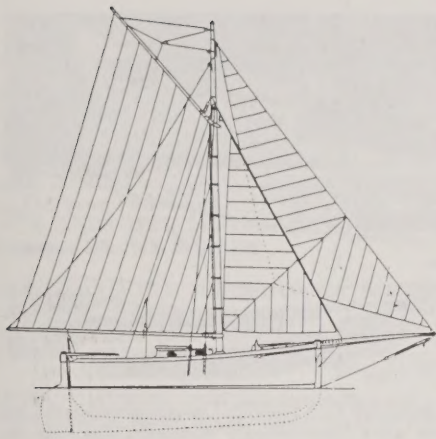


**13' CATSPAW DINGHY,** sailing, rowing. Modified Herreshoff design, cypress on oak, African mahogany trim & seats. Just completed, ready to sail, spritsail rig. FREDERICK DESMOND, Beverly, MA, (508) 922-7907 6-9pm. (2)

**14' BLUE JAY,** registered Sparkman & Stevens design. Never been launched. Main, jib, spinnaker, aluminum spars. Ready to launch.  
FREDERICK DESMOND, Beverly, MA, (508) 922-7907 6-9pm. (2)

**13-1/2' WHITEHALL,** Sitka spruce planking on white oak frames. Compl w/CB trunk. Never been launched.  
FREDERICK DESMOND, Beverly, MA, (508) 922-7907 6-9pm. (2)





**19' ITCHEN FERRY CUTTER.** 8'3" beam, 3'6" draft, 2-1/2 tons displ, cedar on oak. Replica of English fishing smack "Wonder" in "Wooden Boat" #14, but w/cabin & self-bailing cockpit. New, on trlr, could easily be finished this spring. \$3,300.  
JOHN HUDSON, Stonington, CT, (203) 572-0711 (work), (203) 535-2234 (home). (2)

**18' FENWICK WILLIAMS CATBOAT.** 1989; cedar on oak; inboard marine eng; slps 2; wheel steering, Edson gear; folding cabin table; cockpit, sail & winter covers; sturdy cradle; dacron gaff-rig sail; cushions; stove; porta-potti & extras. \$20,000. Hauling to you can be arranged.  
WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (2)

**"THE FLOOZIE"** a fast & lively kayak, Siberian Koryak derivation design, light of Bruynzeel plywood, white mahogany, 4mm, bright finish. She's slightly tippee or tipsy but she's definitely fast and she looks good. \$300.  
GAIL FERRIS, Stony Creek, CT, (203) 481-4539. (2)

**5HP HONDA OB.** 4-cycle long shaft, 1985 model but not used until 1990. Less than 20 hrs, like new. \$500.  
ROBERT THOMAS, 220 W. Milton Rd., Ballston Spa, NY 12020, (518) 885-9769. (2)

**NISSAN OB's (2), 5hp & 9.5hp longshaft.** Purchased 1989 as auxiliaries, vy low hrs, like new, perf cond. in storage last 2 yrs.. \$600 & \$1,200.  
R. BLUMBERG, 18 Greenhaven Rd., Rye, NY 10580, (914) 698-4645. (2)

**CANOES & KAYAK.** Curtis Blue Gill solo canoe 14'6"x 29-1/2" FG, 43 lbs. \$700 BO. Curtis Vagabond solo canoe 14'7-1/2"x27" FG, 37 lbs. \$975 BO. Keewee kayak 9'2"x30", 33 lbs, stable & easy for novice to advanced, w/paddle & skirt. List \$560, sell \$385.

TOM KAYSER, Fairport, NY, (716) 248-3410 days, (716) 248-5418 eves. (2)

**STARCRAFT 14 aluminum boat, exc cond, set up for fishing, center console steering, 40hp Mariner motor w/extremely low hrs, galv trlr. Swap for West Wight Potter or sell for \$3,500 or BO.**  
BOB JONES, Oakland, NJ, (201) 405-0399 eves, (201) 641-7200 days. (2)

**16' MARTIN APPLIEDORE POD rowing shell, compl w/oars & sliding seat.** Bright cedar, perfect, \$5,000 new, steal for \$2,200.  
PETER CORCORAN, Kennebunkport, ME, (207) 967-8658. (4P)

**15'x6' FG LAUNCH HULL, dbl ended, full sections & deep, wooden deck, storage under seats. W/bronze strut, stuffing boxes, rudder, SS shaft. On trlr, \$500. Palmer PW27 1-cyl engine, reverse gear, starter/generator, prop, etc., \$375. Antique hrdwre & rack & pinion runabout steerers, Century shift handle, lifting eyes, mast light, cleats, thru hulls, etc. Tanbark lugsail, mast & sprit from 15' boat.**  
BILL NEDDERMAN, Middletown, RI, (401) 849-2050 eves. (1)



**20' ST. LAWRENCE RIVER SKIFF.** Blt 1989 by Wm. Clements Boatbuilder to modified lines from Mystic Seaport. Constr is glued lap plywood epoxy coated & finished bright. Boat has folding CB from Springfield Fan Centerboard Co., and is rigged as gunter ketch. This boat is vy fast under sail or oars. It has been maintained in like new cond.  
GARDNER BALDWIN, 1904 Nantucket, Houston, TX 77057, (713) 789-6319. (2)

**12' GAFF RIG SLOOP;** complete rebuild, oval coamings, bowsprit, like new. Must be seen. \$5,000.  
R.K. WILMES, E. Haddam, CT, (203) 873-1051. (1)

**15' LAPSTRAKE DOUBLE ENDER,** rowing, sailing, canoe style. Sliding gunter rig. Pine planked w/oak frames, oak sheer, natural crook breasthooks & stems. Vy gd shape. \$1,000.  
RICK BARKHUFF, 61 Dyer St., Saco, ME 04072. (1)

**11-1/2' NEW ZEALAND RACING DINGHY,** molded plywood construction. 20' mast, 6' daggerboard, fully battened cotton main sail. Vy unusual & vy fast. \$800.  
RICK BARKHUFF, 61 Dyer St., Saco, ME 04072. (1)

**13-1/2' PLYWOOD OB BOAT,** motor & trlr. Deck, windshield, steering wheel & controls. Real nice little fishing boat. \$800.  
RICK BARKHUFF, 61 Dyer St., Saco, ME 04072. (1)

**16' ULTRA LIGHT DORY,** 70 lbs. Thomas Hill blt, new in April '92. used vy little, perfect, stored inside. Cost new \$2,400, will sell for \$1,000.  
BILL EVERETT, Monroe, NH, (603) 638-2370. (1)

**BRAND NEW '92 SUNFISH,** still in box. Yellow sail. Price a new one, then buy mine for only \$1,200.  
CHUCK FLETT, 9157 Colchester Ridge Rd., Knoxville, TN 37922, (615) 690-6416. (1)

**FOLDING SINGLE KAYAK,** fastest folding kayak made (keeps up w/all the hardshells). Seavivor, blt like a Klepper, only longer & sleeker, red cordura deck w/black hull. Incl spray skirt, handsome storage bags (one w/backpack straps) & 2 accessory bags. Like new! Cost over \$3,000, sell for \$1,750. Also lg blue Patagonia paddling jacket w/waterproof front pocket & neoprene neck & cuffs, like new. \$35.  
SCOTT IVES, McLean, VA, (703) 536-5024. (1)

**19-1/2' LAPSTRAKE SKIFF,** sprit rigged, designed by Walt Simmons & blt by Aeolus. Beautiful winegalss stern. Spruce on oak. W/galv trlr & cover. \$2,200.  
JEFF SAAR, San Diego, CA, (619) 669-4965. (1)

**9'6" NUTSHELL PRAM.** Wooden Boat School blt. Sailed about 1 hr. Tanbark sail, boat cover, Cox trlr. Consignment boat. Asking \$2,000, boat & trlr.  
THE DINGHY PLACE, Westbrook, CT, (203) 399-7142. (1P)

**CANOE, KAYAK OR SAIL** from salt marsh backyard of immaculate 1 rm seaside cottage w/deck, on Cape Cod. Slps 4 max. \$425/weekly.  
DAVID PUTNAM, Wilbraham, MA, (413) 596-4900. (1)

**14' BLUE JAY #1778,** wooden classic in exc cond w/ trlr. \$900.  
TOM CALLIS, Wyndmoor, PA, (215) 233-3913. (1)

**1929 24' CHRIS CRAFT COMMUTER** made from a triple cockpit. M engine, Hull #2314. \$14,000 or BO. Trlr, tubular frame, 30' long w/triple axles. Home-made. \$1,100.  
ERWIN LAITENBERGER, Rochester, NY, (716) 594-8533 eves. (1)

**20' SHARPIE SKIFF,** in our boat shop in Winthrop, MA on trlr. Nds minimum of paint work, we can help. Will sell, but would rather keep & let you use all the time.  
BOATS & MOTORS, Winthrop, MA, (617) 846-7509. (1)

**32' ALUMINUM MAST,** 72" spreaders tip to tip, 8" diameter. Formerly on Coronado 27. Exc cond, rigged. \$700 or offer. Full set dacron sails, vy gd to exc. 150% genoa (261.225) 4.4 wt. Main (128.25) 6.8 wt. Working jib (165.4425) 6.0 wt. Call for price.  
RONALD LESKO, Setauket, NY, (516) 941-9134. (1)

**32' NOVA SCOTIA LOBSTER BOAT,** pleasure boat/ liveaboard last 3 yrs. Blt in 1952, recent Ford gas V-8, exhaust, deck, pilothouse, glassed from keel to cabin top. Strong & tight, classic lines. Lying Saugerties, NY, deliver anywhere. \$5,000 OBO.  
CHRIS MULLEN, Denver, NY, (607) 326-4508. (1)

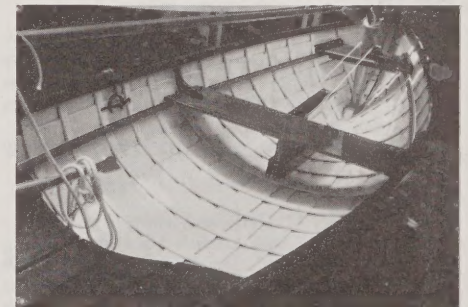
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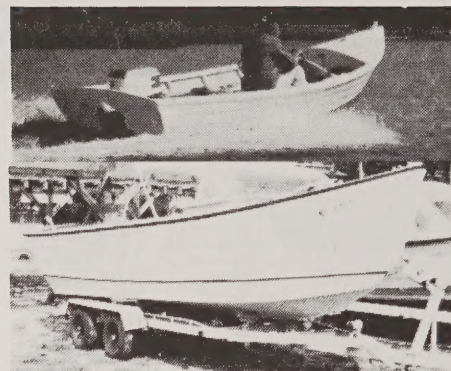


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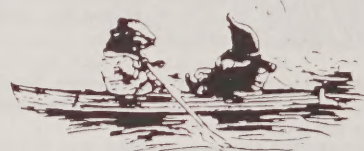
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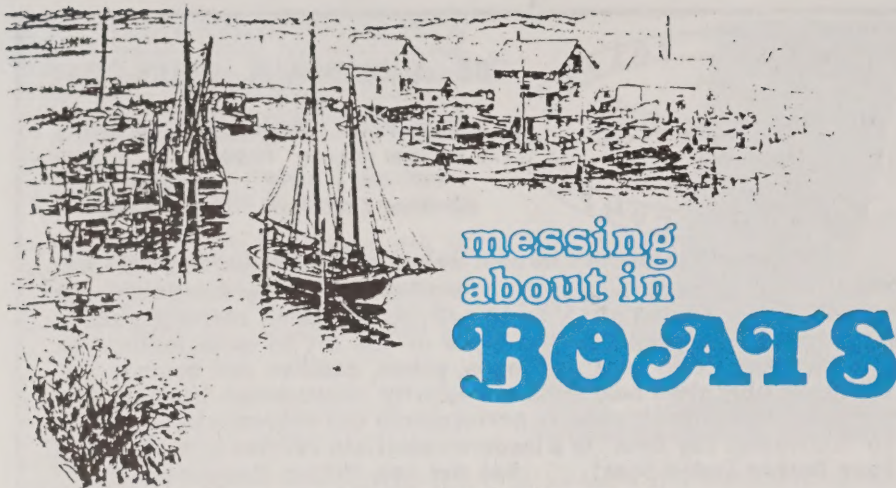
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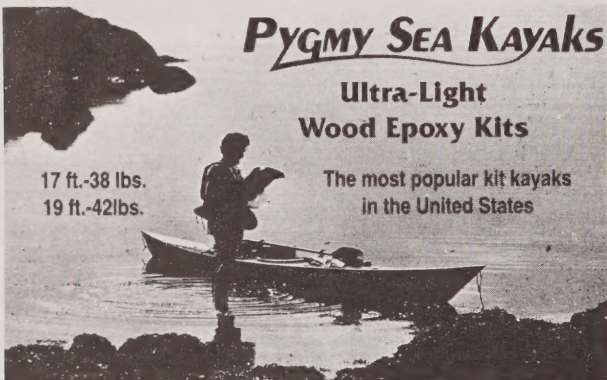
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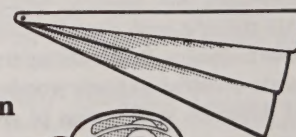
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